

## SCHEDULES

[<sup>F1</sup>SCHEDULE A1 U.K.]

Regulation 6A

### Reusability, recycling and recovery

#### Textual Amendments

- F1** Sch. A1 inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), 17

#### Exemptions U.K.

1. Without prejudice to the application of the provisions of paragraph 6, this Schedule does not apply to—

- (a) special purpose vehicles as defined in part A, point 5, of Annex I to the Type Approval Regulation;
- (b) multi-stage built vehicles belonging to category N1, provided that the base vehicle complies with this Schedule;
- (c) vehicles produced in medium or small series, referred to in Articles 41 and 42 of the Type Approval Regulation.

#### Definitions U.K.

2.—(1) Terms used in this Schedule and in the Annexes to UNECE Regulation 133 have the definitions given in paragraph 2 of UNECE Regulation 133 unless otherwise stated.

(2) In this Schedule—

“base vehicle” means a vehicle as defined in Article 3(24) of the Type Approval Regulation, which is used at the starting stage of a multi-stage construction;

“competent body” has the meaning given in sub-paragraph (3);

“end-of-life vehicle” means a vehicle as defined in regulation 2 of the End-of-Life Vehicles Regulations 2003;

“mass” means the mass of the vehicle in running order as defined in Article 2 of [Commission Regulation \(EU\) No 1230/2012](#) of 12 December 2012 implementing Regulation (EC) No 661/2009 with regard to type-approval requirements for masses and dimensions of motor vehicles and their trailers, but excluding the driver, whose mass is assessed at 75 kg;

“multi-stage construction” means the process by which a vehicle is produced in several stages by adding component parts to a base vehicle or by modifying those component parts;

“the Directive” means [Directive 2000/53/EC](#) of the European Parliament and of the Council on end-of-life vehicles, as last amended by Commission Delegated Directive (EU) 2020/363;

“UNECE Regulation 133” means UNECE Regulation 133.00, with the modifications set out in paragraph 6;

**Changes to legislation:** *The Road Vehicles (Approval) Regulations 2020 is up to date with all changes known to be in force on or before 02 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes*

“vehicle type” means the type of a vehicle as defined in Part B, points 1 and 3, of Annex I to the Type Approval Regulation.

(3) In this Schedule, “competent body” means an entity, such as a technical service or another body that complies with the competency criteria specified in paragraph 2.1 of Annex 5 to UNECE Regulation 133, authorised by the Secretary of State for the purposes of this Schedule to carry out preliminary assessment of the manufacturer and to issue a certificate of compliance, in accordance with the prescriptions of this Schedule.

(4) The approval authority may act as the competent body under sub-paragraph (3), provided its competence in this field is demonstrated in accordance with Chapter XV of the Type Approval Regulation.

### **Type-approval provisions** **U.K.**

3.—(1) The approval authority may only grant a GB type-approval, with regard to reusability, recyclability and recoverability, to such vehicle types that satisfy the requirements of this Schedule.

(2) For the application of sub-paragraph (1), the manufacturer shall make available to the approval authority the detailed technical information necessary for the purposes of the calculations and checks referred to in Annex 1 to UNECE Regulation 133, relating to the nature of the materials used in the construction of the vehicle and its component parts.

(3) In cases where such information is shown to be covered by intellectual property rights or to constitute specific know-how of the manufacturer (“M”) or of M’s suppliers, M or M’s suppliers must supply sufficient information to enable those calculations to be made properly.

(4) With regard to reusability, recyclability and recoverability, the approval authority must ensure, subject to sub-paragraph (5), that the manufacturer uses the model of the information document set out in Annex 2 to UNECE Regulation 133, when submitting an application for GB vehicle type-approval, pursuant to Article 23 of the Type Approval Regulation.

(5) In the case of applications for GB type-approval made on or before 31 July 2026, the numbered entries in the model information document referred to in sub-paragraph (4) (“the specified model”) may be replaced by corresponding entries with a different numbering taken from Annex II to Directive 2005/64 of the European Parliament and of the Council of 26 October 2005 on the type approval of motor vehicles with regard to their reusability, recyclability and recoverability or Annex I to Regulation (EU) 2020/683, as that Regulation has effect in EU law, provided that all the information in the specified model is provided.

(6) When granting a GB type-approval pursuant to Article 26 of the Type Approval Regulation, the approval authority must use the model of the GB type-approval certificate set out in Annex 3 to UNECE Regulation 133.

### **Assessment of the manufacturer** **U.K.**

4.—(1) The approval authority must not grant a GB type approval without first ensuring that the manufacturer has put in place satisfactory arrangements and procedures, in accordance with point 3 of Annex 5 to UNECE Regulation 133, to manage properly the reusability, recyclability and recoverability aspects covered by this Schedule.

(2) When this preliminary assessment has been carried out, a certificate named “Certificate of Compliance with Annex 5” (the “certificate of compliance”) must be granted to the manufacturer.

(3) For the purposes of sub-paragraph (1), the approval authority must ensure that the materials used for the construction of a vehicle type comply with the provisions of Article 4(2)(a) of the Directive, taking into account the exemptions set out in Annex II to the Directive, and for this purpose, references in the table in Annex II to vehicles type-approved before a stated date are to be

read as referred to vehicles which have received EU type-approval pursuant to Directive 2005/64 before the stated date.

(4) For the purpose of sub-paragraph (1), the manufacturer must recommend a strategy to ensure the dismantling, recycling and recovery of materials used in the vehicle type, and the reuse of any component parts.

(5) The strategy must take into account the technologies available or in development at the time of the application for a GB whole-vehicle type-approval.

(6) The Secretary of State must appoint a competent body, in accordance with point 2 of Annex 5 to UNECE Regulation 133, to carry out the any assessment of the manufacturer required by this paragraph and to issue the certificate of compliance.

(7) The certificate of compliance must include the appropriate documentation and describe the strategy recommended by the manufacturer.

(8) The competent body must use the model set out in the Appendix to Annex 5 to UNECE Regulation 133 for the certificate of compliance.

(9) A certificate of compliance issued under this paragraph, including a new certificate of compliance issued pursuant to sub-paragraphs (12) or (13), must remain valid for two years from the date of issue to the manufacturer.

(10) The manufacturer must inform the competent body immediately in the event of any significant changes which are relevant to the competent body's decision to issue a certificate of compliance under this paragraph.

(11) After receiving that notification, and after consulting the manufacturer, the competent body must carry out a further assessment where it is no longer satisfied that the manufacturer complies with the requirements of this Schedule.

(12) Following any assessment conducted pursuant to sub-paragraph (11), the competent body must cancel the existing certificate of compliance and may only issue a new certificate of compliance if it is satisfied that the manufacturer continues to comply with the requirements of this Schedule.

(13) At the end of the period of validity of the certificate of compliance, the competent body must not issue a new certificate of compliance unless it is satisfied the manufacturer continues to comply with the requirements of this Schedule, and for this purpose, the competent body may decide to carry out a further assessment of the manufacturer in accordance with this paragraph.

(14) Where the certificate of compliance is no longer valid or has been cancelled in accordance with this paragraph, and no new certificate of compliance has been issued under sub-paragraph (12) or (13), the competent body must inform the approval authority of this fact.

(15) The approval authority must cancel any GB type-approval issued in accordance with this Schedule where the certificate of compliance is no longer valid or has been cancelled in accordance with sub-paragraph (12) and no new certificate of compliance has been issued under sub-paragraph (12) or (13).

## Reuse of component parts **U.K.**

5. The component parts listed in Annex 6 to UNECE Regulation 133 must—
  - (a) be deemed to be non-reusable for the purposes of calculating the recyclability and recoverability rates;
  - (b) not be reused in the construction of vehicles falling within the scope of the Type Approval Regulation by virtue of Article 2 of that Regulation.

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## Modifications of UNECE Regulation 133 **U.K.**

6.—(1) For the purposes of this Schedule, UNECE Regulation 133 is to be read with the following modifications.

(2) In Annex 1, in paragraph 8, as if the reference to “paragraph 6.3 of this Regulation” were to “paragraph 4.2 of this Schedule”.

(3) In Annex 3, as if—

- (a) in the heading, the reference to “Communication” were to “Communication: GB type-approval”;
- (b) the image below the heading were omitted;
- (c) explanatory note 1 were omitted.

(4) In Annex 5, as if—

- (a) in the certificate heading, the reference to “ANNEX 5 TO REGULATION No 133.”, were to “PARAGRAPH 4(1) OF SCHEDULE A1 TO THE ROAD VEHICLES (APPROVAL) REGULATIONS 2020”;
- (b) the reference in the certificate to “complies with the provisions of Annex 5 to Regulation No.133” were to “complies with the provisions of paragraph 4(1) of Schedule A1 to the Road Vehicles (Approval) Regulations 2020”.]

### SCHEDULE 1 **U.K.**

Regulation 16(2)

Technical and administrative requirements for grant of national small series type approval

## PART 1 **U.K.**

### Interpretation

1. In this Schedule—

“approval” means—

- (a) a certificate of type approval (including a certificate issued in accordance with Council Directive 70/156/EEC or Directive 2007/46/EC) issued in the United Kingdom or [F2a] member State, or
- (b) a document of approval issued under the law of a country or territory outside the United Kingdom,

which is sufficient to show that a vehicle, system, component or separate technical unit complies with a requirement specified in column 1 of a table in this Schedule;

“certificate of conformity” means a certificate of conformity issued in respect of a type approval granted in the United Kingdom or [F3a] member State (including a type approval granted before 5th July 2020);

“disabled person's vehicle” means a vehicle constructed or adapted to enable a person with a disability to travel in the vehicle as a driver or a passenger, in safety and reasonable comfort (and “disability” has the same meaning as in section 6(1) of the Equality Act 2010 <sup>M1</sup>);

“effective date” has the meaning given in Part 1 of Schedule 2;

“test report” means a report issued by a technical service (within the meaning of Article 3(38) of the Type Approval Regulation [F4] or, in the case of a UK (NI) national small series

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type-approval, the EU Type Approval Regulation]) which is sufficient to show that a vehicle, system, component or separate technical unit complies with a requirement specified in column 1 of a table in this Schedule.

#### Textual Amendments

- F2** Word in Sch. 1 para. 1 substituted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), **18(a)(i)**
- F3** Word in Sch. 1 para. 1 substituted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), **18(a)(ii)**
- F4** Words in Sch. 1 para. 1 inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), **18(a)(iii)**

#### Commencement Information

- I1** Sch. 1 Pt. 1 para. 1 in force at 1.9.2020, see [reg. 1\(b\)](#)

#### Marginal Citations

- M1** 2010 c.15.

2. A reference in a table in this Schedule to any numbered item is, except where otherwise provided, a reference to the item so numbered in that table.

#### Commencement Information

- I2** Sch. 1 Pt. 1 para. 2 in force at 1.9.2020, see [reg. 1\(b\)](#)

3. A reference in column 1 of a table in this Schedule to any Directive, Regulation (other than a UNECE Regulation) or Decision is a reference to the version of that Directive, Regulation or Decision [<sup>F5</sup>as it has effect in EU law]—

- (a) as at the date of any specified last amendment, or
- (b) where it has been revoked and no last amendment is specified, immediately before that revocation.

#### Textual Amendments

- F5** Words in Sch. 1 para. 3 inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), **18(b)**

#### Commencement Information

- I3** Sch. 1 Pt. 1 para. 3 in force at 1.9.2020, see [reg. 1\(b\)](#)

4. A reference in column 2 or 3 of a table in this Schedule to any Directive, Regulation or Decision is a reference to the version of that Directive, Regulation or Decision mentioned in the corresponding entry in column 1 of the table concerned.

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**Commencement Information**  
**I4** Sch. 1 Pt. 1 para. 4 in force at 1.9.2020, see reg. 1(b)

## PART 2 U.K.

### Requirements for vehicles of category M<sub>1</sub>

#### CHAPTER 1 U.K.

**Commencement Information**  
**I5** Sch. 1 Pt. 2 Ch. 1 in force at 1.9.2020, see reg. 1(b)

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
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**1 Noise**

<p>The technical provisions of Annex I to Directive <a href="#">70/157/EEC</a><sup>M2</sup> as last amended by Directive <a href="#">1999/101/EC</a><sup>M3</sup>, or vehicles for which an approval or test report has been issued prior to modification of the exhaust system, a <b>Stationary Noise Test</b> is permitted.</p>	<p><b>“Stationary Noise Test”</b> means:</p> <p>(a) in the case of a modified exhaust system, a stationary test as defined in paragraphs 5.2.3.4.2 and 5.2.3.4.3 of Annex I to Directive <a href="#">70/157/EEC</a> with a noise limit value measured on the dB(A) scale which must not exceed the equivalent stationary value recorded on the approval, certificate of conformity or test report for that vehicle by more than 2dB(A) at 0.5m, and</p> <p>(b) in the case of vehicles having a maximum permissible mass exceeding 2800kg fitted with a modified air brake system, a test report to paragraph 5.4 of Annex I to Directive <a href="#">70/157/EC</a> (except that this does not apply if proprietary air brake silencers are fitted).</p>	<p>1 Directive <a href="#">70/157/EEC</a>, Annex I, paragraphs 5.3.1.1, 5.3.1.2 and 5.3.1.3.</p> <p>2 Modification of the exhaust system length after last silencer not exceeding 2m is permissible without further test.</p> <p>3 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p>
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**2 Light Duty Emissions**

<p>1 The technical provisions of Regulation (EC) <a href="#">715/2007</a> as last amended by Regulation (EC) <a href="#">692/2008</a><sup>M4</sup>, Annex I, Table 2.</p>	<p><b>“OBD”</b> means On-board Diagnostic Systems.</p>	<p>1 Vehicles are exempt from the requirements of <b>OBD</b>.</p>
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2 Complete or completed vehicles manufactured after 1st December 2018: the technical provisions of Annex XXI to Commission Regulation (EU) 2017/1151  
M5  
(WLTP).

2 This item does not apply to vehicles approved to item 41.

3 Modification of the exhaust system is permitted without any further test provided the emission control devices including particulate filters (if any) are not affected.

4 In the case of a completed vehicle, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

5 An approval issued to the most representative base vehicle remains valid irrespective of change in the reference mass or aerodynamic performance.

6 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

7 Vehicles exceeding 2840kg reference mass (but not exceeding 5000kg reference mass) can also be considered to be in scope of this requirement.

### 3AFuel Tanks

1 The technical provisions of Directive [70/221/EEC](#)  
M6

as last amended by Directive [2006/20/EC](#)  
M7

2 For vehicles using gaseous fuels:

UNECE Regulation 67.01 for LPG,

UNECE Regulation 110 for CNG,

In the case of fuel tanks other than tanks for gaseous fuels:

(a) tanks must comply with the requirements specified in column 1 except that the approval or test report need not be for the same vehicle type, and

(b) modifications to the pipework or relocation of a tank excluding modification of the tank, the cap/filler device or the venting device, may

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UNECE Regulation 115 for LPG or CNG retro-fit, or the technical provisions of Regulation (EC) No 79/2009<sup>M8</sup> or UNECE Regulation 134 for hydrogen.

be accepted by the approval authority.

### 3B Rear Protective Devices

The technical provisions of Directive 70/221/EEC as last amended by Directive 2006/20/EC.

### 4Rear Registration Plate Space

The technical provisions of Directive 70/222/EEC<sup>M9</sup>,  
or:  
Space must be provided for a registration plate meeting the requirements of the Road Vehicles (Display of Registration Marks) Regulations 2001<sup>M10</sup>.

### 5Steering Equipment

The essential technical provisions of Directive 70/311/EEC<sup>M11</sup> as last amended by Directive 1999/7/EC<sup>M12</sup>.

“**Manual or Power Assisted System**” means a system that will operate in the event of failure of any power supply or assistance.

1 In the case of a **Manual or Power Assisted System**, paragraph 5.2 of Annex I to Directive 70/311/EEC does not apply if a driving assessment conducted by the approval authority reveals no undue steering effort, instability, or other adverse characteristics.

2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3 Directive 70/311/EEC, Annex I, paragraphs 4.1.1.2 and 4.2.1.1.2. does not apply to a steering control system designed to meet the needs of a driver with a physical disability.

### 6Door latches and Hinges

The essential technical provisions of Directive 70/387/EEC<sup>M13</sup>.

1 Does not apply to doors which do not give direct access to a seat designed for normal use while a vehicle is travelling on a road. This



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as last amended by Directive  
[2001/31/EC](#)  
M14

includes any door, for which the longitudinal plane passing through the extreme inboard projecting point of such a door is more than 300mm distant from the longitudinal plane passing through the nearest edge of such a seat. For the purpose of this provision the seating position of a wheelchair is considered to be a seat.

2 This item does not apply to doors meeting the technical requirements specified in paragraphs 7.6.4 to 7.6.6 or in paragraph 7.6.7 of Annex I to Directive [2001/85/EC](#)  
M15

## 7 Audible Warning

The technical provisions of “**Sound Level Check**” means a paragraph 2 of Annex I to vehicle test as described in the technical provisions given in Directive [70/388/EEC](#)  
M16

as last amended by Directive  
[87/354/EC](#)  
M17

1 Inspection to confirm the presence and operation of a device including a **Sound Level Check**.  
test is not required.

2 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

3 In the case of armoured vehicles additional panic alarm devices are permitted. For the technical provisions see item 13.

## 8 Indirect Vision

The technical provisions of Directive [2003/97/EC](#)  
M18

1 Field of view requirements do not apply to optional mirrors.

2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3 In the case of a passenger car where the longitudinal plane of the exterior bodywork

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on either side of the vehicle adjacent to the driver's position on which an exterior rear view mirror may be mounted is more than 150mm inwards from a longitudinal plane passing through the outer edge of the rear tyre(s) on that side of the vehicle the following may apply: Directive [2003/97/EC](#), Annex III, paragraphs 5.3.1 and 5.3.2, in the second paragraph in each case, for "1m" substitute " 2.125m " and for "4m" substitute " 10m ".

4 Vehicles built before 26 January 2010: the mirrors may as an alternative be installed in accordance with Directive [71/127/EEC](#)

M19

as amended by Directive [88/321/EEC](#)

M20

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## 9Braking

The technical provisions of paragraph 2 of Annex I to Directive [71/320/EEC](#)

M21

as last amended by Directive [98/12/EC](#)

M22

and tests as defined in associated Annexes as may be applicable.

1 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 The requirements in column 1 for the driver to be able to operate the service braking system while keeping both hands on the steering control, and the secondary braking system while keeping at least one hand on the steering control, do not apply to a vehicle, so long as the vehicle is adapted for a disabled driver to enable him to control the steering at all times while operating either braking system.

## 10Electro-magnetic Compatibility

The essential technical provisions of Directive [72/245/EEC](#)

In the case of a vehicle adapted as a wheelchair accessible vehicle or a disabled person's vehicle, wiring may be

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M23

as last amended by Directive [2006/28/EC](#)

M24

, section 6 of Annex I taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X.

## 12Interior Fittings

The essential technical provisions of Directive [74/60/EEC](#)

M25

as last amended by Directive [2000/4/EC](#)

M26

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repositioned and/or additional wiring fitted without further test.

1 The following do not apply:

(a) Directive [74/60/EEC](#), Annex I, Paragraphs 5.1.2, 5.2.4, 5.3.4.1, 5.4.2.2, 5.7.1.2 and the second sentence of 5.2.3.1, and

(b) the requirements as they apply to hood or tonneau cover press studs fitted to a convertible vehicle so long as they are blunted.

2 The requirements in column 1 are limited to the area forward of rearmost seat designated for use while travelling and limited to head impact zone.

3 For the purpose of this requirement a wheelchair is considered to be a seating position.

4 In the case of a motor caravan, ambulance, or hearse with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

5 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

## 13Anti-Theft and Immobiliser

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1 The technical provisions of Directive [74/61/EEC](#) <sup>M27</sup> as last amended by Directive [95/56/EC](#) <sup>M28</sup>

Immobilisers must be approved as part of the base vehicle or as a separate technical unit.

1 Directive [74/61/EEC](#), Annex IV, paragraphs 3.9, 4.1.3, 4.1.4, 4.2.4, 4.2.6, and 4.3.5 do not apply.

2 In the case of an armoured vehicle fitted with an optional panic alarm not forming part of an alarm system under paragraph 1 must comply with the following—  
 (a) the alarm signal must be audible and in addition may include optical alarm devices, or be a radio alarm, or any combination of the above;  
 (b) the technical requirements of Directive [74/61/EEC](#) as last amended by Directive [95/56/EC](#), Annex VI, Part II, paragraphs 8.2 to 8.8, 9.1.2 to 9.2.1, 9.2.3 to 9.4, 9.6, 9.9 to 9.10, and 9.11.2 to 11 inclusive;  
 (c) unsetting the panic alarm must immediately cut the alarm signal.

Alarms must be approved as part of the base vehicle or as a separate technical unit.

2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

An “**Installation Check**” means an inspection of installed components as the approval authority deem necessary and in the case of an immobiliser or alarm system a completed installation certificate.

3 In the case of devices to prevent unauthorised use the manufacturer may as an alternative to an approval or test report issue a declaration of the device(s) fitted and that they comply with column 1, and in such case an **Installation Check** will be conducted.

4 In the case of an immobiliser or alarm system an **Installation Check** will be conducted.

#### 14 Protective Steering

The essential technical provisions of Directive [74/297/EEC](#) <sup>M29</sup> as last amended by Directive [91/662/EEC](#) <sup>M30</sup>

1 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 This item does not apply to:  
 (a) an armoured vehicle; or  
 (b) a vehicle which complies with the technical requirements of Directive [96/79/EC](#)<sup>M31</sup>.

3 The requirements of this item do not apply to a disabled person's vehicle insofar as the adaptation prevents the vehicle from complying with any of the requirements of this item except that this does not apply where such adaptations can easily be removed, if necessary with the use of tools, and in which case evidence of compliance

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## 15 Seat Strength

The essential technical provisions of Directive [74/408/EEC](#)

M32

as last amended by Directive [2005/39/EC](#)

M33

## 16 Exterior Projections

The essential technical provisions of Directive [74/483/EEC](#)

M34

as last amended by Directive [79/488/EEC](#)

M35

before the vehicle was adapted is required.

1 In the case of a motor caravan, ambulance, or hearse the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 In the case of a motor caravan, ambulance, or hearse the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3 In the case of a wheelchair accessible vehicle:

(a) a wheelchair location is to be considered a seating position but the requirements in column 1, paragraph 1, do not apply to the wheelchair, and

(b) for each wheelchair, sufficient space must be provided. The longitudinal plane of the special area must be parallel to the longitudinal plane of the vehicle.

4 The provisions of paragraph 2 of Article 1 to Directive [2005/39/EC](#) do not apply.

5 The tests specified in Appendix 1 and Appendix 2 of Annex II to Directive [74/408/EEC](#) do not apply to a seat if designed to provide a comparable level of safety.

1 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply to the cab.

2 Those parts of a motor caravan, ambulance, or hearse,

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other than the driver's cabin are exempt from any requirement of this item if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

3 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

4 Hood or tonneau cover press studs fitted to a convertible vehicle so long as they are blunted.

## 17 Speedometer and Reverse Gear

The technical provisions of Directive [75/443/EEC](#)  
M36

as last amended by Directive [97/39/EC](#)  
M37

.

## 18 Plates (statutory)

1 The technical provisions of Directive [76/114/EEC](#)  
M38

as last amended by Directive [78/507/EEC](#)  
M39

.

2 Where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate.

## 19 Seat Belt Anchorages

The technical provisions of Directive [76/115/EEC](#)<sup>M40</sup> as last amended by Directive [2005/41/EC](#)<sup>M41</sup>,  
and

1 In the case of a motor caravan, ambulance, or hearse, with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or

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in the case of a wheelchair accessible vehicle the requirements in Sections 1 or 2 of Chapter 2 to this Part.

incomplete vehicle based on maximum mass may apply.

2 In the case of a motor caravan, ambulance, or hearse, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3 In the case of a motor caravan, ambulance, or hearse, at least anchorages for lap belts are required for all rear seating positions.

4 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

5 Where a seat belt anchorage has been approved in accordance with the requirements in column 1 and the structure of the vehicle is subsequently modified, no new tests are required provided the structure on which the anchorage is mounted is unlikely to be affected.

## **20 Installation of Lighting and Light Signalling Devices**

The technical provisions of UNECE Regulation 48.03, and dipped beam headlamps must be suitable for left hand rule of the road traffic.

1 Exemption from one or more of the technical requirements is permitted for a special purpose vehicle where the special purpose makes it impossible to fully comply provided that all mandatory devices are installed and geometric visibility is unaffected.

2 For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the

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category of the base or incomplete vehicle based on maximum mass may apply to the cab.

3 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose and provided that all mandatory lighting devices are installed and that the geometric visibility is not affected.

#### **21Retro Reflectors**

The technical provisions of UNECE Regulation 3 or UNECE Regulation 150.

#### **22End-outline, Front-Position (side), Rear-Position (side), Stop, Side Marker, Daytime Running Lamps**

The technical provisions of UNECE Regulation 7 or UNECE Regulation 148.

#### **23Direction Indicators**

The technical provisions of UNECE Regulation 6 or UNECE Regulation 148.

#### **24Rear registration Plate Lamps**

The technical provisions of UNECE Regulation 4 or UNECE Regulation 148.

#### **25Headlamps (including bulbs)**

The technical provisions of UNECE Regulation 8, UNECE Regulation 20, UNECE Regulation 31, UNECE Regulation 98, UNECE Regulation 112, UNECE Regulation 123 or UNECE Regulation 149.

#### **25ACornering Lamps (where fitted)**

The technical provisions of UNECE Regulation 119 or UNECE Regulation 149.



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## **26 Front Fog Lamps (where fitted)**

The technical provisions of UNECE Regulation 19 or UNECE Regulation 149.

## **28 Rear Fog Lamps**

The technical provisions of UNECE Regulation 38 or UNECE Regulation 148.

## **29 Reversing Lamps**

The technical provisions of UNECE Regulation 23 or UNECE Regulation 148.

## **30 Parking Lamps (where fitted)**

The technical provisions of UNECE Regulation 7 or UNECE Regulation 148.

## **31 Seat Belts**

The technical provisions of Directive [77/541/EEC](#)  
M42

as last amended by Directive [2005/40/EC](#)  
M43

1 In the case of a motor caravan, ambulance, or hearse, with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 In the case of a motor caravan, ambulance, hearse, or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3 In the case of a motor caravan, ambulance, or hearse, at least lap belts are required for all rear seating positions.

4 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle

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to comply due to its special purpose.

5 Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical or mental impairment and intended for use solely by such person are exempt.

(Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)

6 In the case of a wheelchair accessible vehicle when, due to the conversion, anchorage points for the safety belts need to be moved outside the tolerance provided for in point 2.7.8.1 of Annex I to Directive [77/541/EEC](#), the technical service must check whether the alteration constitutes a worst case or not. If that is the case, the test provided for in Annex VII to Directive [77/541/EEC](#) will be performed. Extension to the approval does not need to be issued. This does not apply to a seat that is a wheelchair.

7 A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.

### **32 Forward Vision**

Directive [77/649/EEC](#)<sup>M44</sup> as last amended by Directive [90/630/EEC](#)<sup>M45</sup>,

or

the driver must have a clear and unobscured view of the road ahead and to the side (180° forward).

### **33 Identification of Controls, Tell-tales and Indicators**

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The technical provisions of  
Directive [78/316/EEC](#)

M46

as last amended by Directive  
[94/53/EC](#)

M47

### 34 Defrost/Demist

Directive [78/317/EEC](#)<sup>M48</sup>,  
or  
vehicles must be fitted  
with **adequate** defrosting and  
demisting devices.

“**Adequate**” means sufficiently  
effective to ensure adequate  
visibility through the  
windscreen under all  
conditions.

In the case of armoured  
vehicles exemption from any  
requirement of this item  
all is permitted if it can be  
demonstrated to the satisfaction  
of the approval authority that  
it is impossible for the vehicle  
to comply due to its special  
purpose.

### 35 Wash/Wipe

Directive [78/318/EEC](#)<sup>M49</sup> as last  
amended by Directive [94/68/](#)  
[EC](#)<sup>M50</sup>,  
or  
vehicles must be fitted with  
**adequate** washing and wiping  
devices.

“**Adequate**” means sufficiently  
effective to ensure adequate  
visibility through the  
windscreen under all  
conditions.

In the case of armoured  
vehicles exemption from any  
requirement of this item  
all is permitted if it can be  
demonstrated to the satisfaction  
of the approval authority that  
it is impossible for the vehicle  
to comply due to its special  
purpose.

### 36 Heating Systems (where fitted)

The essential technical  
provisions of Directive  
[2001/56/EC](#)

M51

as last amended by Directive  
[2006/119/EC](#)

M52

, paragraph 3 of Annex II, and  
Annexes III, VII and VIII.

### 37 Wheel guards

The technical provisions of  
Directive [78/549/EEC](#)

M53

as last amended by Directive  
[94/78/EC](#)

M54

1 Paragraph 3 of Annex I to  
Directive [78/549/EEC](#) does not  
apply.

2 For vehicles with a  
maximum mass equal to  
or exceeding 2500kg the  
requirements according to the  
category of the base or

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incomplete vehicle based on maximum mass may apply.

### 38 Head restraints

The technical provisions of Directive [78/932/EEC](#)  
M55

1 In the case of a motor caravan, ambulance, or hearse with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 In the case of a motor caravan, ambulance, or hearse—  
(a) the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary, and  
(b) any seats which are not for use when travelling on a road must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3 Does not apply to head restraints which comply with the requirements of item 15.

4 Does not apply to a seat which is a wheelchair.

### 41 Heavy Duty Emissions

1 Directive [2005/55/EC](#)  
M56

as last amended by Directive [2006/51/EC](#)  
M57

, Annex I, and Row B2 limit values.

2 Complete or completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No [595/2009](#) Annex I limit values.

1 Does not apply to vehicles approved under item 2.

2 Modification of exhaust system length after the last silencer is permissible without any further test.

3 In the case of completed vehicles the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

4 In the case of armoured vehicles exemption from any requirement of this item

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is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

#### 44 Masses and Dimensions (cars)

The essential technical provisions of Directive [92/21/EEC](#) M58 as amended by Directive [95/48/EC](#) M59.

1 In the case of motor caravans, for paragraph 3.1.1.2 of Annex II to Directive 92/21, for “2500mm” substitute “2600mm”.

2 Paragraphs 3.1.1.3 and 3.3.3 of Annex II to Directive [92/21/EEC](#) do not apply.

3 In the case of wheelchair accessible vehicles, for the purpose of calculations, the mass of the wheelchair including the user is assumed to be 100kg. The mass shall be concentrated at the H point of the three dimensional machine.

#### 45 Safety glass

The technical provisions of Directive [92/22/EEC](#) M60 as last amended by Directive [2001/92/EC](#) M61.

1 Does not apply to armoured vehicles.

2 Exclusions defined in paragraph 1 of Annex II to Directive [92/22/EEC](#) as amended.

3 In the case of a wheelchair accessible vehicle, motor caravan, ambulance, or hearse, all window glazing, other than driver's cab glazing, the material may be safety glass or rigid plastic glazing.

4 For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

5 Directive [92/22/EEC](#), Annex III, paragraph 2.1.1 and 2.1.2 do not apply provided that driver's forward vision is not distorted

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and that light transmission of at least 70% is maintained.

#### 46Tyres

Directive [92/23/EEC](#)<sup>M62</sup> as last amended by Directive [2005/11/EC](#)<sup>M63</sup>,  
and  
UNECE Regulation 64.01 for temporary spare use spare tyre (if fitted).

1 For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

#### 50Couplings (where fitted)

The technical provisions of Annex VII to Directive [94/20/EC](#)<sup>M64</sup>  
.

In the case of a wheelchair accessible vehicle, irrespective of mass, or a motor caravan, ambulance or hearse with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

#### 60 Frontal Protection Systems (“Bull-bars”) (where fitted)

The technical provisions of paragraphs 2 and 3 of Annex I to Directive [2005/66/EC](#)<sup>M65</sup>

and Commission Decision [2006/368/EC](#)<sup>M66</sup>  
.

#### 69Electrical Safety

Vehicle:  
The technical provisions of UNECE Regulation 100.01.

#### Marginal Citations

M2 OJ No. L 42, 23.2.1970, p. 16.

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- M3** OJ No. L 334, 28.12.1999, p. 41.
- M4** OJ No. L 199, 28.7.2008, p. 1.
- M5** OJ No. L 175, 7.7.2017, p. 1.
- M6** OJ No. L 76, 6.4.1970, p. 23 (English special edition: Series I Volume 1970(I) P. 192).
- M7** OJ No. L 48, 18.2.2006, p. 16.
- M8** OJ No. L 35, 4.2.2009, p. 32.
- M9** OJ No. L 76, 6.4.1970, p. 25 (English special edition: Series I Volume 1970(I) P. 194).
- M10** [S.I. 2001/561](#), as amended by [S.I. 2001/1079](#), 2002/2687, 2009/811 and 2018/1295.
- M11** OJ No. L 133, 18.6.1970, p. 10 (English special edition: Series I Volume 1970(II) P. 375).
- M12** OJ No. L 40, 13.2.1999, p. 36.
- M13** OJ No. L 176, 10.8.1970, p. 5 (English special edition: Series I Volume 1970(II) P. 564).
- M14** OJ No. L 130, 12.5.2001, p. 33.
- M15** OJ No. L 42, 13.2.2002, p. 1.
- M16** OJ No. L 176, 10.8.1970, p. 12 (English special edition: Series I Volume 1970(II) P. 571).
- M17** OJ No. L 192, 11.7.1987, p. 43.
- M18** OJ No. L 25, 29.1.2004, p. 1.
- M19** OJ No. L 68, 22.3.1971, p. 1 (English special edition: Series I Volume 1971(I) P. 136).
- M20** OJ No. L 147, 14.6.1988, p. 77.
- M21** OJ No. L 202, 6.9.1971, p. 37 (English special edition: Series I Volume 1971(III) P. 746).
- M22** OJ No. L 81, 18.3.1998, p. 1.
- M23** OJ No. L 152, 6.7.1972, p. 15 (English special edition: Series I Volume 1972(II) P. 637).
- M24** OJ No. L 65, 7.3.2006, p. 27.
- M25** OJ No. L 38, 11.2.1974, p. 2.
- M26** OJ No. L 87, 8.4.2000, p. 22.
- M27** OJ No. L 38, 11.2.1974, p. 22.
- M28** OJ No. L 286, 29.11.1995, p. 1.
- M29** OJ No. L 165, 20.6.1974, p. 16.
- M30** OJ No. L 366, 31.12.1991, p. 1.
- M31** OJ No. L 18, 21.1.1997, p. 7.
- M32** OJ No. L 221, 12.8.1974, p. 1.
- M33** OJ No. L 255, 30.9.2005, p. 143.
- M34** OJ No. L 266, 2.10.1974, p. 4.
- M35** OJ No. L 128, 26.5.1979, p. 1.
- M36** OJ No. L 196, 26.7.1975, p. 1.
- M37** OJ No. L 177, 5.7.1997, p. 15.
- M38** OJ No. L 24, 30.1.1976, p. 1.
- M39** OJ No. L 155, 13.6.1978, p. 31.
- M40** OJ No. L 24, 30.1.1976, p. 6.
- M41** OJ No. L 255, 30.9.2005, p. 149.
- M42** OJ No. L 220, 29.8.1977, p. 95.
- M43** OJ No. L 255, 30.9.2005, p. 146.
- M44** OJ No. L 267, 19.10.1977, p. 1.
- M45** OJ No. L 341, 6.12.1990, p. 20.
- M46** OJ No. L 81, 28.3.1978, p. 3.
- M47** OJ No. L 299, 22.11.1994, p. 26.
- M48** OJ No. L 81, 28.3.1978, p. 27.
- M49** OJ No. L 81, 28.3.1978, p. 49.
- M50** OJ No. L 354, 31.12.1994, p. 1.
- M51** OJ No. L 292, 9.11.2001, p. 21.
- M52** OJ No. L 330, 28.11.2006, p. 12.
- M53** OJ No. L 168, 26.6.1978, p. 45.
- M54** OJ No. L 354, 31.12.1994, p. 10.
- M55** OJ No. L 325, 20.11.1978, p. 1.

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- M56** OJ No. L 275, 20.10.2005, p. 1.
- M57** OJ No. L 152, 7.6.2006, p. 11.
- M58** OJ No. L 129, 14.5.1992, p. 1.
- M59** OJ No. L 233, 30.9.1995, p. 73.
- M60** OJ No. L 129, 14.5.1992, p. 11.
- M61** OJ No. L 291, 8.11.2001, p. 24.
- M62** OJ No. L 129, 14.5.1992, p. 95.
- M63** OJ No. L 46, 17.2.2005, p. 42.
- M64** OJ No. L 195, 29.7.1994, p. 1.
- M65** OJ No. L 309, 25.11.2005, p. 37.
- M66** OJ No. L 140, 29.5.2006, p. 33.

## CHAPTER 2 **U.K.**

### Commencement Information

- I6** Sch. 1 Pt. 2 Ch. 2 in force at 1.9.2020, see reg. 1(b)

### SECTION 1

#### Wheelchair spaces **U.K.**

1. A wheelchair space must be fitted with—
  - (a) a wheelchair and wheelchair user restraint system complying with item 19A of the Type Approval Regulation, Annex II, Part III, Appendix 3, or
  - (b) a restraint system comprising—
    - (i) a four point wheelchair tie-down system suitable for general wheelchair application, and
    - (ii) a wheelchair user restraint system comprising a minimum of three anchorage points to provide a pelvic and upper torso restraint system.

#### Wheelchair tie-down devices **U.K.**

2. A wheelchair tie-down device must comply with ISO 10542 and be marked accordingly.

#### Location and geometry of anchorages **U.K.**

3. The geometry of the wheelchair tie-down and occupant restraint system anchorages and webbing must comply with ISO 10542. A surrogate wheelchair as defined in ISO 10542 or equivalent must be used for this purpose.

#### Testing of restraint system anchorages **U.K.**

- 4.—(1) A static test must be conducted on the anchorage points for both the wheelchair tie-downs and occupant restraints in accordance with the following requirements—
  - (a) The tests must be conducted on a vehicle or a representative section of a vehicle structure including any vehicle fittings that are likely to contribute to the strength or rigidity of the structure;
  - (b) The forces specified in paragraph 5 below must be applied by means of a surrogate wheelchair of adequate strength as defined in ISO 10542, or equivalent, with attachment



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points for the front and rear tie-downs and reproducing the geometry of the wheelchair tie-down system;

- (c) The forces specified in paragraph 6 below must be applied by means of a traction device specified in paragraph 5.3.4 of Annex I to Directive 76/115/EEC as last amended by Directive 96/38/EC<sup>M67</sup> and supported on the surrogate wheelchair defined in (b) above;
- (d) The forces in sub-paragraphs (b) and (c) above must be applied simultaneously in the forward direction at an angle of  $10^\circ \pm 5^\circ$  above the horizontal plane. The force in (b) must be applied at a height of not less than 200 mm and not more than 300 mm measured vertically above the floor of the wheelchair space;
- (e) The force in paragraph 5(b) must be applied in the rearward direction at an angle of  $10^\circ \pm 5^\circ$  above the horizontal plane at a height of not less than 200 mm and not more than 300 mm measured vertically above the floor of the wheelchair space;
- (f) All forces must be applied as rapidly as possible through the central vertical axis of the wheelchair and wheelchair space;
- (g) All forces must be maintained for a period of not less than 0.2 seconds.

(2) For test purposes the components comprising the wheelchair tie-down and occupant restraint devices may be replaced with components suitable for test purposes having a similar function.

#### Marginal Citations

M67 OJ No. L 187, 26.7.1996, p. 95.

### Forces applied to a wheelchair tie-down system **U.K.**

- 5. The force applied to the surrogate wheelchair:
  - (a) in the forward direction to be 24.50 kN;
  - (b) in the rearward direction to be 12.25 kN.

### Forces applied to an occupant restraint system **U.K.**

6. The forces must be those specified in paragraph 5.4 of Annex I to Directive 76/115/EEC as last amended by Directive 96/38/EC.

### Anchorage system performance **U.K.**

- 7. The anchorages will meet the test performance requirements if—
  - (a) no part of the system has failed, or become detached during the test;
  - (b) no part of the anchorage system has deformed to such an extent that sharp edges or protrusion may cause injury.

## SECTION 2

### **U.K.**

Instead of complying with Section 1 an alternative wheelchair tie-down system, docking system or occupant restraint system may be fitted. This may include a rearward facing wheelchair arrangement with appropriate safety features. Evidence must be provided to the approval authority that the system offers an equivalent level of occupant protection for the wheelchair user.

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## PART 3 U.K.

### Requirements for vehicles of category N<sub>1</sub>

**Commencement Information**

**I7** Sch. 1 Pt. 3 in force at 1.9.2020, see reg. 1(b)

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
<b>1 Noise</b>		
<p>The technical provisions of Annex I to Directive <a href="#">70/157/EEC</a> as last amended by Directive <a href="#">1999/101/EC</a>.</p>	<p>A “<b>Stationary Noise Test</b>” means, in the case of a modified exhaust system, a stationary test as defined in paragraphs 5.2.3.4.2 and 5.2.3.4.3 of Annex I to Directive <a href="#">70/157/EEC</a> with a noise limit value measured on the dB(A) scale which must not exceed the equivalent stationary value recorded on the approval, certificate of conformity or test report for that vehicle by more than 2dB(A) at 0.5m.</p>	<p>1 Directive <a href="#">70/157/EEC</a>, Annex I, paragraphs 5.3.1.1, 5.3.1.2 and 5.3.1.3 do not apply.</p> <p>2 If an approval or test report is issued for a vehicle in accordance with column 1 and the exhaust system is subsequently modified after the last silencer by not more than 2m in length, no further test is required. In the case of any other modification relating to the requirements of column 1 and affecting the only the exhaust system, a <b>Stationary Noise Test</b> must be conducted.</p> <p>3 In the case of armoured vehicles exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.</p>
<b>2 Light Duty Emissions</b>		
<p>1 The technical provisions of Regulation <a href="#">(EC) 715/2007</a> as last amended by Regulation <a href="#">(EC) 692/2008</a>, Annex I, Table 2.</p> <p>2 Complete or completed vehicles manufactured after 1st December 2019: the technical provisions of Annex XXI in</p>	<p>“<b>OBD</b>” means On-Board Diagnostic Systems.</p>	<p>1 The requirements of <b>OBD</b> do not apply.</p> <p>2 Does not apply to vehicles approved to item 41.</p> <p>3 Modification of exhaust system length after the last</p>

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Commission Regulation (EU)  
2017/1151 (WLTP).

silencer is permissible without any further test.

4 In the case of a completed vehicle, an approval issued to the most representative base vehicle remains valid irrespective of change in reference weight or aerodynamic performance.

5 In the case of armoured vehicles exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

### **3AFuel Tanks**

1 The technical provisions of Directive [70/221/EEC](#) as last amended by Directive [2006/20/EC](#).

2 For vehicles using gaseous fuels:  
UNECE Regulation 67.01 for LPG,  
UNECE Regulation 110 for CNG,  
UNECE Regulation 115 for LPG or CNG retro-fit, or  
the technical provisions of Regulation (EC) No [79/2009](#) or UNECE Regulation 134 for hydrogen.

### **3BRear Protective Devices**

The technical provisions of paragraph 5 of Annex II to Directive [70/221/EEC](#) as last amended by Directive [2006/20/EC](#).

### **4Rear Registration Plate Space**

The technical provisions of Directive [70/222/EEC](#),  
or  
space must be provided for a registration plate

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meeting the requirements of the Road Vehicles (Display of Registration Marks) Regulations 2001.

### **5Steering Effort**

The technical provisions of paragraphs 4 and 5 of Annex I to Directive [70/311/EEC](#) as last amended by Directive [1999/7/EC](#).

The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

### **6Door latches and Hinges**

The technical provisions of paragraph 3 of Annex I to Directive [70/387/EEC](#) as last amended by Directive [2001/31/EC](#).

### **7Audible Warning**

Component:  
Directive [70/388/EEC](#) as last amended by Directive [87/354/EC](#).

Vehicle:  
The technical provisions of paragraph 2 of Annex I to Directive [70/388/EEC](#) as last amended by Directive [87/354/EC](#).

In the case of an armoured vehicle exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

### **8Indirect Vision**

Component:  
Directive [2003/97/EC](#)

Vehicle:  
The technical provisions of Directive [2003/97/EC](#), Annex III.

1 Field of view requirements do not apply to optional mirrors.

2 In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

### **9Braking**

The technical provisions of paragraph 2 of Annex I to Directive [71/320/EEC](#) as last amended by Directive [98/12/EC](#) and tests as defined in

The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

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associated Annexes as may be applicable.

### **10 Electro-magnetic Compatibility**

Component:

Directive [72/245/EEC](#) as last amended by Directive [2006/28/EC](#).

Vehicle:

The technical provisions of Directive [72/245/EEC](#) as last amended by Directive [2006/28/EC](#), section 6 of Annex I taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X.

### **13 Anti-Theft and, if fitted, Alarm system and Immobiliser**

1 The technical provisions of: Immobilisers, if fitted, must be approved as part of the base vehicle or as a separate technical unit.  
Directive [74/61/EEC](#) as last amended by Directive [95/56/EC](#).

2 Optional panic alarm not forming part of an alarm system under paragraph 1 must comply with the following—  
Alarms, except those mentioned in column 1 paragraph 2, must be approved as part of the base vehicle or as a separate technical unit.

- (a) the alarm signal must be audible and in addition may include optical alarm devices, or be a radio alarm, or any combination of the above;
- (b) the technical requirements of Directive [74/61/EEC](#) as last amended by Directive [95/56/EC](#), Annex VI, Part II, paragraphs 8.2 to 8.8, 9.1.2 to 9.2.1, 9.2.3 to 9.4, 9.6, 9.9 to 9.10, and 9.11.2 to 11 inclusive;
- (c) unsetting the panic alarm must immediately cut the alarm signal.

### **14 Protective Steering**

The technical provisions of: Directive [74/297/EEC](#) as last amended by Directive [91/662/EEC](#), Annex I, paragraph 5.

This item does not apply to—  
(a) vehicles with a maximum permissible mass exceeding 1500kg;  
(b) armoured vehicles.

### **15 Seat Strength**

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The technical provisions of: Directive [74/408/EEC](#) as last amended by Directive [2005/39/EC](#).

1 In the case of a special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

2 The provisions of paragraph 2 of Article 1 to Directive [2005/39/EC](#) do not apply.

### **17Speedometer and Reverse Gear**

The technical provisions of Directive [75/443/EEC](#) as last amended by Directive [97/39/EC](#), Annex I and Annex II, paragraphs 4.1 and 4.2,

Or—

(a) for all true speeds up to the design speed of the vehicle, the true speed must not exceed the indicated speed;

(b) for all true speeds of between 25 mph and 70 mph (or the maximum speed if lower), the difference between the indicated speed and the true speed must not exceed  $(V/10 + 6.25)$  mph where V = the true speed.

### **18Plates (statutory)**

The technical provisions of: Directive [76/114/EEC](#) as last amended by Directive [78/507/EEC](#),

and

where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate.

### **19Seat Belt Anchorages**

The technical provisions of: Directive [76/115/EEC](#) as last amended by Directive [2005/41/EC](#).

1 In the case of a special purpose vehicle—

(a) the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary, and

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(b) any seats which are not for use when travelling on a road must be clearly identified to users by means of a pictogram or a sign with appropriate text.

2 In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

## **20 Installation of Lighting and Light Signalling Devices**

The technical provisions of UNECE Regulation 48.03, and dipped beam headlamps must be designed for left hand rule of the road traffic.

In the case of an armoured vehicle or special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply provided that all mandatory lighting devices are fitted and that the geometric visibility is not affected.

## **21 Retro Reflectors**

UNECE Regulation 3 or UNECE Regulation 150.

## **22 End-outline, Front-Position (side), Rear-Position (side), Stop, Side Marker, Daytime Running Lamps**

UNECE Regulation 7 or UNECE Regulation 148.

## **23 Direction Indicators**

UNECE Regulation 6 or UNECE Regulation 148.

## **24 Rear registration Plate Lamps**

UNECE Regulation 4 or UNECE Regulation 148.

## **25 Headlamps (including bulbs)**

UNECE Regulation 8, UNECE Regulation 20, UNECE

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Regulation 31, UNECE  
Regulation 98, UNECE  
Regulation 112, UNECE  
Regulation 123 or UNECE  
Regulation 149.

### **25 Cornering Lamps (where fitted)**

UNECE Regulation 119 or  
UNECE Regulation 149.

### **26 Front Fog Lamps (where fitted)**

UNECE Regulation 19 or  
UNECE Regulation 149.

### **27 Towing Hooks**

The technical provisions of:  
Annex II to Directive [77/389/EEC](#)  
M68  
as last amended by Directive  
[96/64/EC](#)  
M69  
.

In the case of an armoured vehicle or special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

### **28 Rear fog Lamps**

UNECE Regulation 38 or  
UNECE Regulation 148.

### **29 Reversing Lamps**

UNECE Regulation 23 or  
UNECE Regulation 148.

### **30 Parking Lamps (where fitted)**

UNECE Regulation 7 or  
UNECE Regulation 148.

### **31 Seat Belts**

The technical provisions of  
Directive [77/541/EEC](#) as last  
amended by Directive [2005/40/EC](#).

1 In the case of a special purpose vehicle—  
(a) the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary, and  
(b) any seats which are not for use when travelling on a road must be clearly identified to users by means of a pictogram or a sign with appropriate text.



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2 In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

3 Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical or mental impairment and intended for use solely by such person are exempt.

(Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)

4 A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.

### 33 Identification of Controls, Tell-tales and Indicators

The technical provisions of paragraph 5 of Annex I to Directive [78/316/EEC](#) as last amended by Directive [93/91/EC](#)

M70

.

### 34 Defrost/Demist

Vehicles must be fitted with **adequate** defrosting and demisting devices. **“Adequate”** means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

### 35 Wash/Wipe

Vehicles must be fitted with **adequate** washing and wiping devices. **“Adequate”** means sufficiently effective to ensure adequate visibility through the

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windscreen under all conditions.

### 36 Heating Systems (if fitted)

The technical provisions of: Directive [2001/56/EC](#) as last amended by [2006/119/EC](#), paragraph 3 of Annex II, and Annexes III, VII and VIII.

### 41 Heavy Duty Emissions

1 Directive [2005/55/EC](#) as last amended by Directive [2006/51/EC](#), Annex I, and Row B2 limit values.

1 Does not apply to vehicles approved under item 2.

2 Complete or completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No [595/2009](#) Annex I limit values.

2 Modification of exhaust system length after the last silencer is permissible without any further test.

### 45 Safety glass

Component:  
Directive [92/22/EEC](#) as last amended by Directive [2001/92/EC](#).

1 Exclusions defined in paragraph 1 of Annex II to Directive [92/22/EEC](#) as amended.

2 Directive [92/22/EEC](#), Annex III, paragraphs 2.1.1 and 2.1.2 do not apply provided that driver's forward vision is not distorted and that light transmission of at least 70% is maintained.

Vehicle:  
The technical provisions of: Directive [92/22/EEC](#) as last amended by Directive [2001/92/EC](#).

3 In the case of a special purpose vehicle, the requirements for all window glazing, other than the driver's cab glazing (windshield and side glazing), the material may be either safety glass or rigid plastic glazing.

4 This item does not apply to armoured vehicles.

### 46 Tyres

Directive [92/23/EEC](#) as last amended by Directive [2005/11/EC](#), and

In the case of an armoured vehicle exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the

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UNECE Regulation 64.01 in the case of a temporary use spare tyre (if fitted).

approval authority that the special purpose of the vehicle makes it impossible to fully comply.

#### **48 Masses and Dimensions**

The technical provisions of Directive [97/27/EC](#)  
M71

Directive [97/27/EC](#), Annex I, paragraphs 7.3.3, 7.5, 7.9, 7.10 and 7.11 do not apply.

as last amended by Directive [2003/19/EC](#)  
M72

, paragraph 7 of Annex I.

#### **49 External Projection of Cabs**

The technical provisions of sections 3 and 4 of Annex I to Directive [92/114/EEC](#)  
M73

In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

#### **50 Couplings where fitted**

Component:  
Directive [94/20/EC](#).

Vehicle:  
The technical provisions of Annex VII to Directive [94/20/EC](#).

#### **60 Frontal Protection Systems (“Bull-bars”) (where fitted)**

The technical provisions of paragraphs 2 and 3 of Annex I to Directive [2005/66/EC](#) and Commission Decision [2006/368/EC](#).

#### **69 Electrical Safety**

Vehicle: The technical provisions of UNECE Regulation 100.01.

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#### **Marginal Citations**

- M68** OJ No. L 145, 13.6.1977, p. 41.
- M69** OJ No. L 258, 11.10.1996, p. 26.
- M70** OJ No. L 284, 19.11.1993, p. 25.

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- M71** OJ No. L 233, 25.8.1997, p. 1.  
**M72** OJ No. L 79, 26.3.2003, p. 6.  
**M73** OJ No. L 409, 31.12.1992, p. 17.

## PART 4 U.K.

### Requirements for vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> and O

#### Commencement Information

**I8** Sch. 1 Pt. 4 in force at 1.9.2020, see reg. 1(b)

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
<b>1 Noise</b>		
The technical provisions of Annex I to Directive <a href="#">70/157/EEC</a> as last amended by Directive <a href="#">1999/101/EC</a> .	A “ <b>Stationary Noise Test</b> ” means, in the case of a modified exhaust system, a stationary test as defined in paragraphs 5.2.3.4.2 and 5.2.3.4.3 of Annex I to Directive <a href="#">70/157/EEC</a> with a noise limit value measured on the dB(A) scale which must not exceed the equivalent stationary value recorded on the approval, certificate of conformity or test report for that vehicle by more than 2dB(A) at 0.5m.	<p>1 Does not apply to category O vehicles.</p> <p>2 Directive <a href="#">70/157/EEC</a>, Annex I, paragraphs 5.3.1.1, 5.3.1.2. and 5.3.1.3 do not apply.</p> <p>3 In the case of a motor caravan, ambulance, or hearsie, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>4 If an approval or test report is issued for a vehicle in accordance with column 1 and the exhaust system is subsequently modified after the last silencer by not more than 2m in length, no further test is required. In the case of any other modification relating to the requirements of column 1 and affecting only the exhaust system, a <b>Stationary Noise Test</b> must be conducted.</p> <p>5 In the case of a mobile crane Directive <a href="#">70/157/EEC</a> as amended by Directive <a href="#">1999/101/EC</a> applies and for point 5.2.2.1 of Annex I the following limit values are applicable—</p>

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81 dB(A) for vehicles with an engine power of less than 75 kW;  
83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW;  
84 dB(A) for vehicles with an engine power of not less than 150 kW.

## 2 Light Duty Emissions

- |   |                              |  |
|---|------------------------------|--|
| 1 The technical provisions of “ <b>OBD</b> ” means Regulation (EC) 715/2007 as last amended by Regulation (EC) 692/2008, Annex I, Table 2.                | On-Board Diagnostic systems. | 1 Does not apply to category M <sub>3</sub> , N <sub>3</sub> or O vehicles.  |
| 2 Complete or completed vehicles manufactured after 1st March 2020: the technical provisions of Annex XXI in Commission Regulation (EU) 2017/1151 (WLTP). |                              | 2 Vehicles of category M <sub>2</sub> are exempt from the requirements of <b>OBD</b> .   |
|   |                              | 3 Does not apply to vehicles approved to item 41.  |
|   |                              | 4 Modification of exhaust system length after the last silencer is permissible without any further test.   |
|   |                              | 5 In the case of a completed vehicle, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.  |
|   |                              | 6 An approval issued to the most representative base vehicle remains valid irrespective of change in reference weight or aerodynamic performance.  |
|   |                              | 7 In the case of armoured vehicles exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply. |

## 3A Fuel Tanks

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1 The technical provisions of Directive [70/221/EEC](#) as last amended by Directive [2006/20/EC](#).

2 For vehicles using gaseous fuels:  
UNECE Regulation 67.01 for LPG,  
UNECE Regulation 110 for CNG,  
UNECE Regulation 115 for LPG or CNG retro-fit, or  
the technical provisions of Regulation (EC) No [79/2009](#) or UNECE Regulation 134 for hydrogen.

### **3B Rear Protective Devices**

The technical provisions of paragraph 5 of Annex II to Directive [70/221/EEC](#) as last amended by Directive [2006/20/EC](#).

The requirement in column 1 does not apply to category O<sub>1</sub> or O<sub>2</sub> vehicles.

### **4 Rear Registration Plate Space**

The technical provisions of Directive [70/222/EEC](#),  
or  
space must be provided for a registration plate meeting the requirements of the Road Vehicles (Display of Registration Marks) Regulations 2001.

### **5 Steering Effort**

The technical provisions of paragraphs 4 and 5 of Annex I to Directive [70/311/EEC](#) as last amended by Directive [1999/7/EC](#).

1 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 A mobile crane may be fitted with a crab steering system.

### **6 Door latches and Hinges**

The technical provisions of Directive [70/387/EEC](#) as last amended by Directive [2001/31/EC](#), Annex I, Paragraph 3, and where the maximum mass exceeds 7.5 tonnes, Annex III.

1 Does not apply to category M<sub>2</sub>, M<sub>3</sub> or O vehicles.

2 In the case of a mobile crane exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction

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of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

## 7 Audible Warning

Component:

Directive [70/388/EEC](#) as last amended by Directive [87/354/EC](#).

Vehicle:

The technical provisions of paragraph 2 of Annex I to Directive [70/388/EEC](#) as last amended by Directive [87/354/EC](#).

1 Does not apply to category O vehicles.

2 In the case of an armoured vehicle—

(a) exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply, and

(b) additional panic alarm devices are permitted.

## 8 Indirect Vision

Component:

Directive [2003/97/EC](#).

Vehicle:

1 The technical provisions of Directive [2003/97/EC](#) Annex III.

2 N<sub>2</sub> and N<sub>3</sub> vehicles manufactured after 1st April 2016: the technical provisions of paragraph 15 of UNECE Regulation 46.04.

1 Does not apply to category O vehicles.

2 Field of view requirements do not apply to optional mirrors.

3 In the case of a completed vehicle, the requirements according to the category of the base or incomplete vehicle based on maximum mass apply.

4 In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

5 The vehicle requirements in column 1 paragraph 2 do not apply to vehicles where any part of the Class V mirror is less than 2.4m above the ground.

6 The requirements in column 1 paragraph 2 do not apply to vehicles where the incomplete vehicle is of a type that is type

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approved to Directive [2003/97/EC](#).

## 9 Braking

The technical provisions of paragraph 2 of Annex I to Directive [71/320/EEC](#) as last amended by Directive [98/12/EC](#) and tests as defined in associated Annexes as may be applicable.

1 Does not apply to category O<sub>1</sub> vehicles except where a braking system is fitted.

2 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3 In the case of a mobile crane with more than 4 axles derogations are permitted provided that—

- (a) they are justified by the particular construction, and
- (b) all the braking performances relating to parking, service and secondary braking are fulfilled.

## 10 Electro-magnetic Compatibility

Component: Directive [72/245/EEC](#) as last amended by Directive [2006/28/EC](#). “**Installation Check**” means a manufacturer's declaration that installed components are compliant with the requirements of column 1

Vehicle: The technical provisions of: Directive [72/245/EEC](#) as last amended by Directive [2006/28/EC](#), section 6 of Annex I taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X, and inspection of a sample of installed components as the approving authority deem necessary.

or an **Installation Check**.

## 13 Anti-Theft and Immobiliser

1 The technical provisions of: Directive [74/61/EEC](#) as last amended by Directive [95/56/EC](#). Immobilisers must be approved as part of the base vehicle or as a separate technical unit.

1 Does not apply to category O vehicles.

2 Optional panic alarm not forming part of an alarm system under paragraph 1 must comply with the following— Alarms, except those under column 1 paragraph 2, must be approved as part of the base vehicle or as a separate technical unit.

2 The provisions of column 1 apply only to the extent that a device to prevent unauthorised use, immobiliser, alarm system or panic alarm is fitted.

(a) the alarm signal must be audible and in addition may



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include optical alarm devices, or be a radio alarm, or any combination of the above;  
(b) the technical requirements of Directive [74/61/EEC](#) as last amended by Directive [95/56/EC](#), Annex VI, Part II, paragraphs 8.2 to 8.8, 9.1.2 to 9.2.1, 9.2.3 to 9.4, 9.6, 9.9 to 9.10, and 9.11.2 to 11 inclusive;  
(c) unsetting the panic alarm must immediately cut the alarm signal.

### 15 Seat Strength

1 The technical provisions of Directive [74/408/EEC](#) as last amended by Directive [2005/39/EC](#).

3 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

1 Does not apply to category O vehicles.

2 In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

4 The provisions of paragraph 2 of Article 1 to Directive [2005/39/EC](#) do not apply.

5 The provisions of paragraph 4.5 of Annex III to Directive [74/408/EEC](#) as amended by Directive [2005/39/EC](#) shall also apply to category M<sub>2</sub> vehicles.

### 17 Speedometer and Reverse Gear

The technical provisions of Directive [75/443/EEC](#) as last amended by Directive [97/39/EC](#), Annex I and Annex II, paragraphs 4.1 and 4.2.

1 Does not apply to category O vehicles.

2 This requirement does not apply to a vehicle fitted with a tachograph if the

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tachograph provides adequate visual indication of speed to the driver.

### 18 Plates (statutory)

The technical provisions of Directive [76/114/EEC](#) as last amended by Directive [78/507/EEC](#),

and

where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate.

### 19 Seat Belt Anchorages

The technical provisions of Directive [76/115/EEC](#) as last amended by Directive [2005/41/EC](#).

1 Does not apply to category O vehicles.

2 Does not apply to category M<sub>2</sub> (Class A, I or II) or M<sub>3</sub> (Class A, I or II) vehicles except where seat belt anchorages are fitted.

3 In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

4 In the case of a motor caravan, ambulance, or hearse, at least anchorages for lap belts are required for all rear seating positions.

5 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

6 In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the

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approval authority that the special purpose of the vehicle makes it impossible to fully comply.

## 20 Installation of Lighting and Light Signalling Devices

The technical provisions of UNECE Regulation 48.03, and dipped beam headlamps must be suitable for left hand rule of the road traffic.

1 In the case of a motor caravan, ambulance, hearse, armoured vehicle, mobile crane, or other special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply provided that all mandatory lighting devices are fitted and, except in the case of a mobile crane, that the geometric visibility is not affected.

2 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply to the cab.

3 Optional lamps meeting the technical requirements applicable to equivalent mandatory devices (except where specified otherwise) may be fitted, in addition to the mandatory and optional devices permitted by UNECE Regulation 48.03, as follows—  
(a) two additional dipped beam headlamps forming a matched pair with electrical connections that permit only one pair to operate at any one time and fitted to—

(i) a vehicle intended for use in both left hand and right hand rule of the road traffic and in which case one pair must meet the requirements for right hand rule of the road traffic, or

(ii) a special purpose vehicle designed for use with

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equipment that may obstruct the mandatory devices and fitted at a height not exceeding 1800mm,

(b) any number of—

(i) front position lamps,

(ii) rear position lamps,

(iii) stop lamps of category S1 or S2,

(iv) end outline marker lamps,

(v) rear retro-reflectors, or

(vi) front retro-reflectors,

for which the requirements for position and geometric visibility do not apply, and

(c) two rear direction indicator lamps.

4 The mandatory requirements of UNECE Regulation 48.03, paragraph 6.18.1 do not apply to trailers constructed for the carriage and launching of boats.

5 Amber side marker lamps may be wired to flash, provided that this flashing is in phase and at the same frequency with the direction indicator lamps at the same side of the vehicle.

6 The requirements of paragraphs 6.5.4.2 and 6.5.5 of UNECE Regulation 48.03 do not apply to any optional rear direction indicator lamps.

## **21 Retro Reflectors, Rear Marker Plates and Conspicuity Markings**

For retro reflectors:

UNECE Regulation 3 or  
UNECE Regulation 150.

For conspicuity markings:

UNECE Regulation 104.

The fitting of conspicuity markings is optional for category M<sub>2</sub>, M<sub>3</sub>, O<sub>1</sub> or O<sub>2</sub> vehicles.

## **22 End-outline, Front-Position (side), Rear-Position (side), Stop, Side Marker, Daytime Running Lamps**

UNECE Regulation 7 or  
UNECE Regulation 148.

## **23 Direction Indicators**

UNECE Regulation 6 or  
UNECE Regulation 148.

## **24 Rear Registration Plate Lamps**

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UNECE Regulation 4 or  
UNECE Regulation 148.

### **25 Headlamps (including bulbs)**

UNECE Regulation 8, UNECE  
Regulation 20, UNECE  
Regulation 31, UNECE  
Regulation 98, UNECE  
Regulation 112, UNECE  
Regulation 123 or UNECE  
Regulation 149.

Does not apply to category O  
vehicles.

### **25A Cornering Lamps (where fitted)**

UNECE Regulation 119 or  
UNECE Regulation 149.

Does not apply to category O  
vehicles.

### **26 Front Fog Lamps (where fitted)**

UNECE Regulation 19 or  
UNECE Regulation 149.

Does not apply to category O  
vehicles.

### **27 Towing Hooks**

The technical provisions of:  
Annex II to Directive [77/389/EEC](#) as last amended by  
Directive [96/64/EC](#).

1 Does not apply to category O  
vehicles.

2 In the case of an armoured  
vehicle, mobile crane, or  
other special purpose vehicle,  
exemption from one or more  
of the provisions in column 1  
is permitted where it can be  
demonstrated to the satisfaction  
of the approval authority that  
the special purpose of the  
vehicle makes it impossible to  
fully comply.

3 In the case of a motor  
caravan, ambulance, or hearse,  
the requirements apply only to  
the front of the vehicle.

### **28 Rear fog Lamps**

UNECE Regulation 38 or  
UNECE Regulation 148.

### **29 Reversing Lamps**

UNECE Regulation 23 or  
UNECE Regulation 148.

Does not apply to category O<sub>1</sub>  
vehicles except where fitted.

### **30 Parking Lamps (where fitted)**

UNECE Regulation 7 or  
UNECE Regulation 148.

Does not apply to category O  
vehicles.

### **31 Seat Belts**

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The technical provisions of Directive [77/541/EEC](#) as last amended by Directive [2005/40/EC](#).

1 Does not apply to category O vehicles.

2 In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3 In the case of a motor caravan, ambulance, or hearse, at least lap belts are required for all rear seating positions.

4 In the case of a motor caravan, ambulance or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

5 In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

6 Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical or mental impairment and intended for use solely by such person are exempt.

(Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)

7 Vehicles constructed or adapted for the secure transport of persons are required to be fitted with seat belts for the driver's and any front passenger's seat. Any other

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optional seat belts fitted must also comply.

8 A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.

### 33 Identification of Controls, Tell-tales and Indicators

The technical provisions of paragraph 5 of Annex I to Directive [78/316/EEC](#) as last amended by Directive [94/53/EC](#).

Does not apply to category O vehicles.

### 34 Defrost/Demist

Vehicles must be fitted with an **adequate** defrosting and demisting device.

“**Adequate**” means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

Does not apply to category O vehicles.

### 35 Wash/Wipe

Vehicles must be fitted with **adequate** washing and wiping devices.

“**Adequate**” means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

Does not apply to category O vehicles.

### 36 Heating Systems (where fitted)

The technical provisions of Directive [2001/56/EC](#) as last amended by Directive [2006/119/EC](#), paragraph 3 of Annex II, and Annexes III, VII and VIII.

### 41 Heavy Duty Emissions

1 Directive [2005/55/EC](#) as last amended by Directive [2006/51/EC](#), Annex I, and Row B2 limit values.

1 Does not apply to category O vehicles.

2 Complete or completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No [595/2009](#) Annex I limit values.

2 Does not apply to vehicles approved under item 2.

3 Modification of exhaust system length after the last

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silencer is permissible without any further test.

4 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

5 Does not apply to—  
(a) mobile cranes which have an engine meeting the technical requirements of Regulation (EU) No 2016/1628<sup>M74</sup>, or  
(b) vehicles designed to tow combinations exceeding 200 tonnes which have an engine meeting the technical requirements of Regulation (EU) No 2016/1628.

#### 42 Lateral Protection (Side Guards)

The technical provisions of paragraphs 1 to 4 of Directive [89/297/EEC](#)<sup>M75</sup>

Does not apply to category M<sub>2</sub>, M<sub>3</sub>, O<sub>1</sub> or O<sub>2</sub> vehicles.

#### 43 Spray Suppression Systems

Component:  
Directive [91/226/EEC](#)<sup>M76</sup>.

1 Does not apply to category M<sub>2</sub>, M<sub>3</sub>, O<sub>1</sub> or O<sub>2</sub> vehicles or to category N<sub>2</sub> vehicles with a maximum mass not exceeding 7.5 tonnes.

Vehicle:  
The technical provisions of Directive [91/226/EEC](#).

2 Except where fitted, the requirements do not apply to “off-road” vehicles as defined in the Type Approval Regulation or to vehicles in which the presence of spray-suppression devices is incompatible with their use.

#### 45 Safety glass

Component:  
Directive [92/22/EEC](#) as last amended by Directive [2001/92/EC](#).

1 Exclusions defined in paragraph 1 of Annex II to Directive [92/22/EEC](#) as amended.

2 Directive [92/22/EEC](#), Annex III, paragraph 2.1.1 and 2.1.2 do not apply provided that driver's



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Vehicle:

The technical provisions of:  
Directive [92/22/EEC](#) as last  
amended by Directive [2001/92/  
EC](#).

forward vision is not distorted  
and that light transmission of at  
least 70% is maintained.

3 In the case of a motor  
caravan, ambulance, or hearse,  
the requirements according to  
the category of the base or  
incomplete vehicle based on  
maximum mass may apply.

4 In the case of a motor caravan,  
ambulance, hearse, mobile  
crane, or other special purpose  
vehicle, the requirements for all  
window glazing, other than the  
driver's cab glazing (windshield  
and side glazing), the material  
may be either safety glass or  
rigid plastic glazing.

5 This item does not apply to  
armoured vehicles.

#### 46 Tyres

Component:

Directive [92/23/EEC](#) as last  
amended by Directive [2005/11/  
EC](#).

1 In the case of a motor  
caravan, ambulance, or hearse,  
the requirements according to  
the category of the base or  
incomplete vehicle based on  
maximum mass may apply.

2 In the case of an armoured  
vehicle, or mobile crane, save  
as required by paragraph 3,  
exemption from one or more  
of the provisions in column 1  
is permitted where it can be  
demonstrated to the satisfaction  
of the approval authority that  
the special purpose of the  
vehicle makes it impossible to  
fully comply.

3 In the case of a mobile  
crane the provision in paragraph  
2 above applies on condition  
that the requirements in ISO  
10571—1995 (E) or ETRTO  
Standards Manual 1998 are  
fulfilled.

Vehicle:

The technical provisions of:  
Directive [92/23/EEC](#) as last  
amended by Directive [2005/11/  
EC](#).

#### 47 Speed Limiters

Component:

Does not apply to category O  
vehicles.

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Directive [92/24/EC](#)<sup>M77</sup> as last amended by Directive [2004/11/EC](#)<sup>M78</sup>.

Vehicle:

The technical provisions of sections 1, 2 and 7 of Annex I to Directive [92/24/EC](#) as last amended by Directive [2004/11/EC](#).

#### **48 Masses and Dimensions**

The technical provisions of Directive [97/27/EC](#) as last amended by Directive [2003/19/EC](#), section 7 of Annex I.

1 Directive [97/27/EC](#), Annex I, paragraphs 7.3.3, 7.5, 7.9, 7.10 and 7.11 do not apply. In the case of a category M<sub>2</sub> or M<sub>3</sub> vehicle, for paragraph 7.3.3 substitute “maximum height 4.57m”.

2 Trailers for abnormal indivisible loads of exceptional length are exempt from Annex I, paragraph 7.3.1.

3 In the case of a semi-trailer which is designed to carry at least two other wheeled vehicles, in Annex I—

(a) paragraph 7.3.1.4.1 is to be read as though, for “the limit laid down in section 1.6 of Annex I to Directive [96/53/EC](#)”, there were substituted “12.5m ”,

(b) paragraph 7.3.1.4.2 is to be read as though, for “2,04 m as per section 4.4 of Annex I to Directive [96/53/EC](#)”, there were substituted “4.19m ”.

4 Exemptions from Annex I, paragraph 7.6:

- (a) an abnormal indivisible load vehicle;
- (b) a semi-trailer low loader;
- (c) a semi-trailer step-frame low loader.

5 In the case of a semi-trailer being a trailer designed to carry at least two other wheeled vehicles, Annex I, paragraph 7.6 applies save that any part of the semi-trailer forward of

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the transverse plane passing through the king pin may be ignored.

6 Vehicles complying with the relevant requirements of the Road Vehicles (Authorisation of Special Types)(General) Order 2003

M79

or the Motor Vehicles (Authorisation of Special Types) Order (Northern Ireland) 1997

M80

are exempt from any of the provisions in column 1 which they are unable to comply with due to their special purpose.

7 For the purpose of Directive [97/27/EC](#), Annex I, paragraph 2.4.1, the items specified must also include—

(a) any plate, whether rigid or movable, fitted to a trailer constructed for the purpose of carrying other vehicles and designed to bridge the gap between the trailer and a motor vehicle constructed for that purpose and to which the trailer is designed to be attached such that vehicles carried on it may be moved from the trailer to the motor vehicle or from the motor vehicle to the trailer;

(b) any part of a trailer designed primarily for use as a means of attaching it to another vehicle and any fitting designed for use in connection with any such part.

8 For the purpose of Directive [97/27/EC](#), Annex I, paragraph 2.4.2, the items specified shall also include safety railings mounted on a vehicle designed to carry at least two other wheeled vehicles, provided that the safety railings are more than 2m above the ground and the

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overall width including safety railings does not exceed 2.70m.

9 In paragraph 7.4.3.3.1 of Annex I to Directive [97/27/EC](#) for the mass representing a wheelchair and user of 250kg substitute 100kg.

10 Directive [97/27/EC](#), Annex I, paragraph 7.6 does not apply to a motor vehicle having 4 or more axles where the distance between the foremost and rearmost axles exceeds 6.4m.

#### 49 External Projection of Cabs

The technical provisions of sections 3 and 4 of Annex I to Directive [92/114/EEC](#).

1 Does not apply to category M<sub>2</sub>, M<sub>3</sub>, or O vehicles.

2 In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

#### 50 Couplings (where fitted)

Component:  
Directive [94/20/EC](#).

1 For the purpose of Directive [94/20/EC](#), Annex VII, paragraph 1.1, vehicles fitted with Class A couplings are assumed to tow a mass of 3,500kg.

2 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

Vehicle:  
The technical provisions of Annex VII to Directive [94/20/EC](#).

#### 51 Flammability

The technical provisions of Directive [95/28/EC](#)  
M81

, section 7 of Annex I.

1 Does not apply to category M<sub>2</sub>, N<sub>2</sub>, N<sub>3</sub>, or O vehicles.

2 Does not apply to category M<sub>3</sub> vehicles except vehicles of Class III as defined in Directive [2001/85/EC](#).

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3 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass apply to the cab.

## 52 Buses and Coaches

1 All vehicles: The “**Vehicle of Class III**” means technical provisions of UNECE Regulation 107.02 excluding Annex 8. a vehicle of Class III specially designed for the carriage of school children;

1 Does not apply to category N<sub>2</sub>, N<sub>3</sub>, or O vehicles.

2 Vehicles of Class I: The “**Table 1**” means the table at the technical provisions of UNECE Regulation 107.02, Annex 8. end of this Part.

2 Does not apply to vehicles for the secure transport of persons.

3 Vehicles other than Class I—  
(a) if fitted with accommodation for a wheelchair the vehicle must comply with the technical provisions of paragraphs 3.6 and 3.8 of Annex 8 to UNECE Regulation 107.02;  
(b) if fitted with a boarding aid the vehicle must comply with the technical provisions of paragraph 3.11 of Annex 8 to UNECE Regulation 107.02.

3 Vehicles of Class I, II or III: As an alternative to UNECE Regulation 107.02, Annex 3, paragraph 7.6.1.14 the upper deck gangway shall be connected by one or more intercommunication staircases to the access passageway of a service door or to the lower deck gangway within 3m of a service door.

4 Vehicles of Class A or B: As an alternative to UNECE Regulation 107.02, Annex 3, paragraph 7.11.3.1 a vehicle may be fitted with handrails or handholds on at least one side and in the case of double doors this requirement may be met by a central stanchion or handrail.

5 Vehicles of Class I, as an alternative to column 1, paragraph 2, may comply with the Public Service Vehicles (Accessibility) Regulations 2000

M82

, Schedules 1 and 2, or the Public Service Vehicles (Accessibility) (Northern Ireland) Regulations 2003

M83

, Schedules 1 and 2.

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6 Requirements that are not compatible with the intended use do not apply to vehicles containing seating for use only while the vehicle is stationary.

7 In the case of armoured vehicles, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

8 In the case of a **vehicle of Class III**, Annex 3 to UNECE Regulation 107.02 is amended as follows—

(a) for “225mm” in paragraphs 7.7.8.1.1.2 and 7.7.8.1.2.2 substitute “200mm”;

(b) for “680mm” in paragraph 7.7.8.4.1 substitute “650mm”;

and  
(c) for “400mm” in paragraph 7.7.8.2.2 substitute “350mm”.

9 Paragraph 7.4 of Annex 3 to UNECE Regulation 107.02 does not apply to—

(a) a vehicle of Class B fitted with no more than 16 passenger seats, or

(b) any other single deck vehicle fitted with a vehicle stability function for which an approval has been issued in accordance with UNECE Regulation 13.11.

10 Vehicles of Class A & B: The frontal barrier collision test in 7.6.7.2 of Annex 3 to UNECE Regulation 107.02 does not apply to a vehicle in which all passengers have access to at least two doors, being either a service door or an emergency door, one of which is not a sliding door.

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11 A door other than a service door, may be fitted to the offside of a vehicle.

12 UNECE Regulation 107.02, Annex 3, paragraph 7.6.7.6:

In the case of—

(a) a manually operated sliding door fitted with a slam lock of the two stage type, the activation of the device may be by movement of the door itself;

(b) a nearside rear door forming part of a pair of doors fitted at the rear of the vehicle, the requirements do not apply if that door is capable of being held securely closed by the other door of that pair.

13 Vehicles of Class I, II or III may, as an alternative to the table in UNECE Regulation 107.02, Annex 3, paragraph 7.6.1.1, meet the requirements of **Table 1**.

14 Vehicles of Class B fitted with more than one wheelchair space: in the case of the second and subsequent wheelchair spaces, the space must be not less than 700mm wide and 1200mm long.

15 The test requirements of paragraph 3.8 of Annex 8 to UNECE Regulation 107.02 do not apply if the vehicle is designed to meet the strength characteristics equivalent to those needed to satisfy the requirements of those paragraphs.

## 57 Front Underrun Protection

The technical provisions of section 3 of Annex II to Directive [2000/40/EC](#)

M84

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## 65 AEBS

Does not apply to category M<sub>2</sub>, M<sub>3</sub>, or O vehicles.

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The technical provisions of  
Regulation (EU) No 347/2012  
M85  
or UNECE Regulation 131.

1 A completed vehicle where the complete or incomplete vehicle it is based upon was manufactured before 1st September 2018.

2 A complete vehicle which was manufactured before 1st September 2018.

3 A completed vehicle where the complete or incomplete vehicle upon which it is based either has a gross weight of not more than 8 tonnes or has hydraulic brakes or is not equipped with pneumatic rear suspension, and was manufactured before 1st November 2020.

4 A complete vehicle which has a gross weight of not more than 8 tonnes or has hydraulic brakes or is not equipped with pneumatic rear suspension, and was manufactured before 1st November 2020.

5 The vehicle classes listed in Article 1 of Regulation (EU) No 347/2012.

6 Completed vehicles based on a complete or incomplete vehicle of category N<sub>1</sub> or M<sub>1</sub>.

7 Vehicles built by a manufacturer which made fewer than 1,000 chassis and unitized bodies in the previous calendar year.

## 66 LDWS

The technical provisions of  
Regulation (EU) No 351/2012  
M86  
or UNECE Regulation 130.

1 A completed vehicle where the complete or incomplete vehicle it is based upon was manufactured before 1st September 2018.

2 A complete vehicle which was manufactured before 1st September 2018.



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3 The exemptions listed in Article 1 of Regulation (EU) No 351/2012.

4 Completed vehicles based on a complete or incomplete vehicle of category N<sub>1</sub> or M<sub>1</sub>.

5 Vehicles built by a manufacturer which made fewer than 1,000 chassis and unitized bodies in the previous calendar year.

## 69 Electrical Safety

Vehicle: The technical provisions of UNECE Regulation 100.01.

### Marginal Citations

- M74** OJ No. L 252, 16.9.2016, p. 53.
- M75** OJ No. L 124, 5.5.1989, p. 1.
- M76** OJ No. L 103, 23.4.1991, p. 5.
- M77** OJ No. L 129, 14.5.1992, p. 154.
- M78** OJ No. L 44, 14.2.2004, p. 19.
- M79** [S.I. 2003/1998](#).
- M80** [S.R. 1997 No. 109](#).
- M81** OJ No. L 281, 23.11.1995, p. 1.
- M82** [S.I. 2000/1970](#)
- M83** [S.R. 2003 No. 37](#).
- M84** OJ No. L 203, 10.8.2000, p. 9.
- M85** OJ No. L 109, 21.4.2012, p. 1.
- M86** OJ No. L 110, 24.4.2012, p. 18.

**Table 1**

<i>Number of passengers</i>	<i>Number of Service Doors</i>		
	<i>Class I and A</i>	<i>Class II</i>	<i>Class III and B</i>
9 - 45	1	1	1
46 - 70	2	1	1
71 - 100	2 <sup>1</sup>	2	1
> 100	4	3	1

<sup>1</sup> Indicates that the requirement differs from that of UNECE Regulation 107.02.

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## SCHEDULE 2 **U.K.**

Regulation 18(8)(a)

Technical and administrative requirements for grant of individual approval

### **PART 1** **U.K.**

General provisions

#### **Requirements applicable** **U.K.**

1. The technical requirements which must be met by Part 2 vehicles are the requirements specified in Part 2 of this Schedule.

##### **Commencement Information**

**I9** Sch. 2 Pt. 1 para. 1 in force at 1.9.2020, see [reg. 1\(b\)](#)

2. The technical requirements which must be met by Part 3 vehicles are—

- (a) the requirements specified in Part 3 of this Schedule, and
- (b) the requirements specified in Part 2 of this Schedule in the subject areas which are not listed in Part 3.

##### **Commencement Information**

**I10** Sch. 2 Pt. 1 para. 2 in force at 1.9.2020, see [reg. 1\(b\)](#)

3. The technical requirements which must be met by vehicles other than Part 2 or Part 3 vehicles are the requirements specified in Part 4 of this Schedule.

##### **Commencement Information**

**I11** Sch. 2 Pt. 1 para. 3 in force at 1.9.2020, see [reg. 1\(b\)](#)

#### **Interpretation** **U.K.**

4.—(1) In this Schedule—

“approval”, “certificate of conformity” and “test report” have the meanings respectively given in Part 1 of Schedule 1;

“effective date” means—

- (a) in the case of an amateur built vehicle, a vehicle manufactured using parts from a registered vehicle or a rebuilt vehicle (as respectively defined below), the 1st January immediately preceding the date of manufacture of the engine by which the vehicle is propelled, if that date is earlier;
- (b) in any other case, the date of manufacture of the vehicle;

“multi-purpose vehicle” means a vehicle intended for the carriage of both passengers and their luggage or goods and falling within category M<sub>1</sub> or N (subject however to paragraph 10);

“Part 2 vehicle” means a relevant vehicle of a class which falls within category M<sub>1</sub> or N<sub>1</sub> and is—

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- (a) a personally imported vehicle within the meaning of paragraph 5,
- (b) an amateur built vehicle within the meaning of paragraph 6,
- (c) a vehicle manufactured in very low volume within the meaning of paragraph 7,
- (d) a vehicle manufactured using parts from a registered vehicle within the meaning of paragraph 8,
- (e) a rebuilt vehicle within the meaning of paragraph 9,
- (f) a left hand drive vehicle,
- (g) a motor caravan,
- (h) an armoured vehicle,
- (i) an ambulance, or
- (j) a hearse;

“Part 3 vehicle” means a relevant vehicle of a class which falls within category M<sub>1</sub> or N<sub>1</sub> but is not a Part 2 vehicle.

(2) A reference in a table in this Schedule to any numbered item is, except where otherwise provided, a reference to the item so numbered in that table.

(3) A reference in column 1 of a table in this Schedule to any Directive, Regulation (other than a UNECE Regulation) or Decision is a reference to the version of that Directive, Regulation or Decision—

- (a) as at the date of any specified last amendment, or
- (b) where it has been revoked and no last amendment is specified, immediately before that revocation,

[<sup>F6</sup>as that Directive, Regulation or Decision has effect in EU law].

(4) A reference in column 2 or 3 of a table in this Schedule to any Directive, Regulation or Decision is a reference to the version of that Directive, Regulation or Decision mentioned in the corresponding entry in column 1 of the table concerned.

#### Textual Amendments

**F6** Words in [Sch. 2 para. 4\(3\)](#) inserted (31.12.2022 at 11.00 p.m.) by The Road Vehicles and Non-Road Mobile Machinery (Type-Approval) (Amendment and Transitional Provisions) (EU Exit) Regulations 2022 (S.I. 2022/1273), regs. 1(2), **19(a)**

#### Commencement Information

**I12** Sch. 2 Pt. 1 para. 4 in force at 1.9.2020, see [reg. 1\(b\)](#)

**5.—(1)** A vehicle is a personally imported vehicle if either the conditions in sub-paragraph (2) or those in sub-paragraph (3) are satisfied (“A” being, in the following sub-paragraphs, the applicant for individual approval).

- (2) The conditions in this sub-paragraph are satisfied if—
  - (a) the vehicle has been imported by A upon entry into the United Kingdom,
  - (b) A had, prior to the time the vehicle was imported, been normally resident in a country other than the United Kingdom for a continuous period of at least 12 months,
  - (c) A intends to become normally resident in the United Kingdom,

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- (d) the vehicle has been in the possession of and used by A in the country where A was normally resident for a period of at least 6 months before its importation, and
  - (e) the vehicle is intended for A's personal or household use in the United Kingdom.
- (3) The conditions in this sub-paragraph are satisfied if—
- (a) A is a serving member of the Armed Forces and intends to import it into the United Kingdom within 12 months of the date of the application for individual approval,
  - (b) at the time of that application A has been normally resident in a country other than the United Kingdom for a continuous period of at least 12 months, and
  - (c) paragraphs (c) to (e) of sub-paragraph (2) are satisfied.
- (4) Subject to sub-paragraphs (5) to (7), for the purposes of this paragraph A is to be treated as being normally resident in a country if—
- (a) A usually lives in that country for a period of, or periods together amounting to, at least 185 days in a period of 12 months, and
  - (b) that period, or those periods, of residence occur because of A's occupational and personal ties to that country.
- (5) Where A has no occupational ties, sub-paragraph (4)(b) does not apply provided that A's personal ties show close links with that country.
- (6) Where A has occupational ties in one country and personal ties in a second country, A is to be treated, for the purposes of this paragraph, as being normally resident in that second country if either—
- (a) A's stay in the first country is in order to carry out a task of a definite duration, or
  - (b) A returns regularly to the second country.
- (7) But if A is a United Kingdom citizen whose personal ties are in the United Kingdom and whose occupational ties are in a country other than the United Kingdom, A is to be treated as normally resident in that other country if A has lived there for a period of, or periods together amounting to, at least 185 days in the period of 12 months immediately preceding the date of entry into the United Kingdom.
- (8) In this paragraph, “serving member of the Armed Forces” means a person who is employed by Her Majesty's air forces, Her Majesty's military forces or Her Majesty's naval forces but who is not a serving member of any of the reserve forces.

#### Commencement Information

**I13** Sch. 2 Pt. 1 para. 5 in force at 1.9.2020, see [reg. 1\(b\)](#)

- 6.—(1)** A vehicle is an amateur built vehicle if—
- (a) the vehicle was—
    - (i) constructed or assembled, or
    - (ii) having previously been registered under the 1994 Act, structurally modified, for the personal use of a person (R) who is a relevant individual, and
  - (b) the whole, or a substantial part, of the construction, assembly or modification was carried out—
    - (i) by R,
    - (ii) by one or more relevant individuals acting on behalf, and under the direction, of R, or

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(iii) by R and one or more relevant individuals acting on behalf, and under the direction, of R.

(2) For the purposes of this paragraph, a relevant individual in relation to a motor vehicle is an individual who does not, at any time during the period when the construction or assembly of the vehicle was being carried out, carry on a business in the course of which motor vehicles are normally constructed, assembled or modified.

**Commencement Information**

**I14** Sch. 2 Pt. 1 para. 6 in force at 1.9.2020, see [reg. 1\(b\)](#)

7.—(1) A vehicle is a vehicle manufactured in very low volume if the condition in subparagraph (2) is satisfied.

(2) The condition is that the total number of vehicles of the family of types to which the vehicle in question belongs which are manufactured in the world during any period of 12 months falling within the period of 36 months immediately preceding the month in which the vehicle was manufactured does not exceed 500.

**Commencement Information**

**I15** Sch. 2 Pt. 1 para. 7 in force at 1.9.2020, see [reg. 1\(b\)](#)

8. A vehicle is a vehicle manufactured using parts of a registered vehicle if—

- (a) it is constructed or assembled by a person carrying on a business in the course of which motor vehicles are normally constructed or assembled,
- (b) it is equipped with an engine which has previously been used as the engine of another vehicle which had been registered under the 1994 Act or any earlier Act providing for the licensing and registration of mechanically propelled vehicles, and
- (c) it is equipped with one or more of the following components taken from the same vehicle as the engine—
  - (i) chassis,
  - (ii) body,
  - (iii) suspension,
  - (iv) an axle,
  - (v) transmission, or
  - (vi) steering assembly.

**Commencement Information**

**I16** Sch. 2 para. 8 in force at 1.9.2020, see [reg. 1\(b\)](#)

9.—(1) A vehicle is a rebuilt vehicle if it—

- (a) is a vehicle to which the approval authority is required to assign a vehicle identification number,
- (b) is not an amateur built vehicle or a vehicle manufactured using parts of a registered vehicle, and

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- (c) has been rebuilt using a replacement chassis, or an integral chassis body, which is of the same design and construction as that of the original vehicle and which—
- (i) was supplied for the purpose without having been previously used, or
  - (ii) previously formed part of a vehicle registered under the 1994 Act or any earlier Act providing for the licensing and registration of mechanically propelled vehicles.
- (2) For the purposes of sub-paragraph (1) the approval authority is required to assign a vehicle identification number to a vehicle where it appears to the authority upon receipt of an application under regulation 18 that the vehicle does not have a vehicle identification number which—
- (a) satisfies the requirements set out in paragraph 3 of the Annex to Council Directive [76/114/EEC](#)<sup>M87</sup>,
  - (b) has previously been assigned under this Schedule, or
  - (c) if it does not fall within paragraph (a) or (b), is adequate for the purpose of enabling the vehicle to be identified.

#### Commencement Information

**I17** Sch. 2 para. 9 in force at 1.9.2020, see [reg. 1\(b\)](#)

#### Marginal Citations

**M87** OJ No. L 24, 30.1.1976, p. 1, as last amended by Directive 2013/15/EU (OJ No. L 158, 10.6.2013, p. 172). This Directive was revoked by Regulation (EC) No 661/2009 (OJ No. L 200, 31.7.2009, p. 1) with effect from 31st October 2010.

**10.** For the purpose of determining whether a multi-purpose vehicle falls into category M<sub>1</sub> or N, if the manufacturer so requests a vehicle which has—

- (a) 4 or more seats,
- (b) a load area not exceeding 40% of its length, and
- (c) a maximum technically permissible mass not exceeding 6500kg,

may be categorised as M<sub>1</sub>.

#### Commencement Information

**I18** Sch. 2 para. 10 in force at 1.9.2020, see [reg. 1\(b\)](#)

## PART 2 **U.K.**

### Requirements for Part 2 vehicles

#### CHAPTER 1 **U.K.**

#### Commencement Information

**I19** Sch. 2 Pt. 2 Ch. 2 in force at 1.9.2020, see [reg. 1\(b\)](#)

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
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## 1 Noise

1 The vehicle must be fitted with an exhaust system including a silencer such that the exhaust gases must not escape into the atmosphere without first passing through the silencer.

2 When—

(a) the vehicle is held stationary on a level surface such that there is an unobstructed area not less than 3 metres wide all around the vehicle, and

(b) the engine by which the vehicle is propelled is run at a constant rotational speed of  $\frac{3}{4}S$ , the noise measured at 0.5 metres from the exhaust outlet at 45 degrees to the axis of the outlet pipe in a horizontal plane, must not exceed 99dB(A).

## 2 Light Duty Emissions

1 The vehicle must not emit any avoidable smoke or avoidable visible vapour.

“the emissions publication” has the same meaning as in paragraph 7(b) of Schedule 7B of the Road Vehicles (Construction and Use) Regulations 1986

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;

2 When the engine by which the vehicle is propelled is running without load at a **normal idling speed**, the carbon monoxide content of the exhaust emissions from the engine must not exceed—

(a) if the vehicle has an effective date before 1st August 1986, 4.5%;

(b) if the vehicle has an effective date on or after 1st August 1986 and is not a vehicle described in sub-paragraph (c) or (d) below, 3.5%;

(c) if the vehicle is of a description mentioned in the Annex to **the emissions publication** and is either—

1 Does not apply to vehicles approved to item 41.

“fast idling speed” means, in the case of a vehicle of a description mentioned in the Annex to **the emissions publication**, a rotational speed between the minimum and maximum limits shown against that description of vehicle in columns 3(e) and (f) respectively of that Annex;

2 For the purposes of this item, a vehicle that can be fuelled with both petrol and gaseous fuel, is to be regarded as a vehicle that can only be fuelled with a gaseous fuel, so long as—  
(a) the petrol system is fitted for emergency purposes only, and  
(b) the petrol tank cannot contain more than 15 litres of petrol.

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- (i) a **passenger car** having effective date on or after August 1992, or
  - (ii) any other vehicle having an effective date on or after 1st August 1994,
- the **relevant percentage**;
- (d) if the vehicle is not of a description mentioned in the Annex to the **emissions publication** and is—
- (i) a **passenger car** having an effective date on or after 1st August 1995 or any other vehicle having an effective date on or after 1st August 1995 or any other vehicle having an effective date on or after 1st August 1997, 0.5% of the total exhaust emissions from the engine by volume;
  - (ii) a **passenger car** or any other vehicle having an effective date on or after 1st September 2002, 0.3% of the total exhaust emissions from the engine by volume.

3 If the engine by which the vehicle is propelled is run without a load at a rotational speed of 2,000 revolutions per minute, the hydrocarbon content of the exhaust emission from the engine must not exceed 0.12% if the vehicle is a vehicle described in paragraph 2(a) or 2(b) above;

“**the lambda value**” means the ratio by mass of air to petrol vapour in the mixture entering the combustion chambers divided by 14.7;

3 Paragraphs 2, 3 and 4 do not apply to—

- (a) vehicles not propelled by a spark ignition engine;
- (b) vehicles having an effective date before 1st August 1975;
- (c) vehicles having an effective date before 1st August 1987 and propelled by a **rotary piston engine**.

4 If the vehicle is one described in paragraph 2(c) or (d) above and the engine by which it is propelled is run without a load at a **fast idling speed**—

“**normal idling speed**” means in the case of a vehicle of a description mentioned in the Annex to the **emissions publication**, a rotational speed between the minimum and maximum limits shown against that description of vehicle in columns 2(b) and 2(c) respectively of that Annex;

4 Paragraphs 2(a) and 2(b) do not apply to vehicles propelled by a 2-stroke engine.

- (a) the carbon monoxide content of the exhaust emissions from the engine must not exceed 0.3% of the total exhaust emissions from the engine by volume,

“**passenger car**” means a motor vehicle which—

5 Paragraph 2(c) does not apply to—

- (b) if the vehicle has an effective date on or after 1st September 2002, the carbon monoxide content of the

- (a) is constructed or adapted for use for the carriage of

- (a) a **passenger car** having an effective date on or after 1st



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exhaust emissions from the engine must not exceed 0.2% of the total exhaust emissions from the engine by volume, (c) the hydrocarbon content of the exhaust emissions from the engine must not exceed 0.02% of the total exhaust emissions from the engine by volume, and (d) **the lambda value** must be between the **relevant limits**.

passengers and is not a goods vehicle, (b) has not more than five seats in addition to the driver's seat, and (c) has a weight not exceeding 2500kg maximum gross;

August 1992 and before 1st August 1995; (b) any other vehicle having an effective date on or after 1st August 1994 and before 1st August 1997, if the **passenger car** or other vehicle was not on the effective date, equipped with a catalyst exhaust emissions system, in which case paragraph 2(b) applies.

**“relevant limits”** means— (a) in the case of a vehicle of a description mentioned in the Annex to **the emissions publication**, the minimum and maximum limits shown against that description of vehicle in columns 3(c) and 3(d) respectively of that Annex, or (b) in any other case, 0.97 and 1.03;

6 Paragraphs 2(c) and 2(d) do not apply to vehicles having an effective date before 1st January 1999 which are either— (a) fuelled solely by either liquid petroleum gas or natural gas, or (b) bi-fuelled vehicles when controlled to operate on either of those gases.

**“relevant percentage”** means, in the case of a vehicle of a description mentioned in the Annex to **the emissions publication**, the percentage shown against that description of vehicle in column 1(a) of that Annex; and

7 Paragraphs 3 and 4(b) do not apply to vehicles fuelled solely by natural gas or to bi-fuelled vehicles when controlled to operate on natural gas.

**“rotary piston engine”** means an engine in which the torque is provided by means of one or more rotary pistons and not by any reciprocating piston; and any rotary piston engine is deemed to be a four-stroke engine.

8 In the case of a completed vehicle, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

9 An approval issued to the most representative base vehicle remains valid irrespective of change in the reference mass.

10 A Combined CO<sub>2</sub> figure may be determined by the Secretary of State using such information as the Secretary of State sees fit.

### 3AFuel Tanks

1 The technical provisions of Section 5 of Annex I of

In the case of a vehicle manufactured on or before 1st

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Directive [70/221/EEC](#) as last amended by Directive [2000/8/EC](#)  
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, with the exception of paragraphs 5.1, 5.2 and 5.12. No dripping test is to be performed.

2 Vehicles (except those not fitted for liquid fuels at normal ambient conditions) must comply with the requirements of paragraph 5.1.2 of Annex I to Directive [70/220/EEC](#)  
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as last amended by Directive [91/441/EEC](#)  
M91

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3 For vehicles using gaseous fuels:  
UNECE Regulation 67.01 for LPG,  
UNECE Regulation 110 for CNG,  
UNECE Regulation 115 for LPG or CNG retro-fit, or  
the technical provisions of Regulation (EC) No [79/2009](#) or UNECE Regulation 134 for hydrogen.

#### **4Rear Registration Plate Space**

The technical provisions of Directive [70/222/EEC](#),  
or  
space must be provided for a registration place meeting the requirements of the Road Vehicles (Display of Registration Marks) Regulations 2001.

#### **5Steering Effort**

The technical provisions of paragraphs 4 and 5 of Annex I to Directive [70/311/EEC](#) as last amended by Directive [1997/7/EC](#),  
or

**“Manual or Power Assisted System”** means a system that will operate in the event of failure of any power supply or assistance.

May 2009 the requirement in paragraph 5.9.1 for a tank cap to be fixed to the filler pipe does not apply.

1 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 Directive [70/311/EEC](#), Annex 1, paragraphs 4.1.1.2 and 4.2.1.1.2 do not apply to

in the case of a **Manual or Power Assisted System**, a test to ensure no obvious defect or undue stiffness is evident.

## **6Door latches and Hinges**

1 All doors, provided on the vehicle for the entry and exit of occupants, must be designed so as to allow easy and safe use. Doors fitted to the side of the vehicle must have both intermediate and fully latched positions. However, latching in an intermediate position is not required if a safety-bolt with an audible warning device is provided as specified in the paragraph 2(b) below. Door latches must be designed to prevent the doors from opening accidentally.

2 Where hinges are used on doors fitted to the side of a vehicle, other than folding doors, the hinges must be fitted at the front edge of the door. However, they may be fitted at the top or rear edge if either—  
(a) a device is fitted which automatically closes the door at least to the intermediate latched position if it is unlatched when the vehicle is moving in the forward direction, or  
(b) a safety-bolt is fitted to prevent such unlatching and an audible or visual warning device is provided which activates an audible warning if the vehicle is driven without the bolt in place.

3 On hinged doors, the latch and striker assembly must be capable of withstanding any load which is likely to be applied in the course of normal driving (i.e. excluding crash impacts) in both the intermediate and fully latched positions. However if a safety-bolt with an audible warning

a steering control system designed to meet the needs of a driver with a physical disability.

For the purposes of this item, “**longitudinal plane**” means a vertical plane parallel to the longitudinal axis of a vehicle.

1 Column 1, paragraph 2 does not apply to doors which do not give direct access to a seat designed for normal use while a vehicle is travelling on a road. This includes any door, for which the **longitudinal plane** passing through the extreme inboard projecting point of such a door is more than 300mm distant from the **longitudinal plane** passing through the nearest edge of such a seat. For the purpose of this provision the seating position of a wheelchair is considered to be a seat.

2 The latching requirements in paragraphs 1 and 3 do not apply to any power-operated door if the force applied by the power actuator is sufficient to keep the door completely closed even when any load is applied as described in paragraph 3.

3 This item does not apply to doors meeting the technical requirements specified in paragraphs 7.6.4 to 7.6.6 or in paragraph 7.6.7 of Annex I to Directive [2001/85/EC](#).

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device is provided as specified in paragraph 2(b) above, the requirement need be met only with the bolt in place.

### 7 Audible Warning

The vehicle must be fitted with an **audible warning device** which when operated emits a continuous uniform sound capable of giving audible warning of the approach position of the vehicle to which it is fitted. For the purposes of this item an “**audible warning device**” does not include a bell, gong or siren.

### 8 Indirect Vision

The essential technical provisions of Directive [71/127/EEC](#) as last amended by Directive [88/321/EEC](#)

1 Directive [71/127/EEC](#), Annex II, paragraph 1.4 does not apply.  
2 Field of view requirements do not apply to optional mirrors.

### 9 Braking

1 The vehicle must comply with the requirements of paragraph 2.1 and 2.2 of Annex I of Directive [71/320/EEC](#) as last amended by Directive [98/12/EC](#); but in the application of that Annex (as so amended) for these purposes—

(a) the second sentence of paragraph 2.2.1.2.4 does not apply,

(b) paragraph 2.2.1.4.2 does not apply in relation to a vehicle which is fitted with a **braking system** having a split-circuit **transmission** which enables braking of not less than one wheel on each side of the vehicle, in the event of failure in a part of the transmission of the **service braking system**, and

(c) paragraph 2.2.1.5.1 applies as if for the last sentence there were substituted the words “This condition must be met by automatic means”.

For the purpose of this item— “**anti-lock device**” has the same meaning as in Directive [71/320/EEC](#) as amended by Directive [98/12/EC](#);

1 The requirements in paragraph 1 for the driver to be able to operate the service braking system which keeping both hands on the steering control, and the secondary braking system while keeping at least one hand on the steering control, does not apply to a disabled person's vehicle, as long as the vehicle is adapted for a disabled driver to enable him to control the steering at all times while operating either braking system.

2 If the vehicle is equipped with an **anti-lock device** it must comply with paragraph 2.2.1.23 of Directive [71/320/EEC](#) as last

“**brake efficiency**” means maximum total brake force expressed as a percentage of the maximum gross weight;

2 Paragraph 5(b) has effect in the case of a vehicle having a secondary brake operated by means other than a foot

amended by Directive [98/12/EC](#).

control as if for “50 kg” and “70 kg” respectively there were substituted “40 kg” and “60 kg”.

3 The vehicle must comply with the requirements of paragraphs 2.2.1.11.1 and 2.2.1.11.2 of Directive [71/320/EEC](#) as last amended by Directive [98/12/EEC](#).

“**braking system**”, “**control**”, “**transmission**”, “**service braking system**”, “**secondary braking system**” and “**parking braking system**”, have the same meanings respectively as in Directive [71/320/EEC](#) as amended by Directive [98/12/EC](#);

3 Paragraph 7 does not apply to a vehicle if the brakes acting on its rear wheels are fitted with an **anti-lock device** and were so fitted at the time of its manufacture except that this exemption shall not apply to—  
(a) an amateur-built vehicle,  
(b) a vehicle manufactured using parts of a registered vehicle, and  
(c) a rebuilt vehicle.

4 The **secondary braking system** and **service braking system** must have the same **control**.

“**in running order**” means—  
(a) with all fluids (such as oils and engine coolant) necessary for the vehicle to be driven, with the fuel tanks full, and having a spare wheel and a tool kit,  
(b) carrying a driver weighing 68kg, and  
(c) not carrying any other load or passengers.

(4) The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

5 The **brake efficiency** must not be less than—

(a) for the **service braking system**—

(i) in the case of a passenger vehicle, 60%, or

(ii) in the case of a good vehicle, 50%;

(b) for the **secondary braking system**, in the case when the **servo-assistance** provided for the service braking (if any) fails and a force is applied to the **control**—

(i) in the case of a passenger vehicle, 25% when the force applied is 50kg, or

(ii) in the case of a goods vehicle, 25% when the force applied is 70kg,

(c) for the **parking braking system**, 18%.

“**lateral brake distribution**”, in relation to an axle, means the ratio (expressed as a percentage) of the lower to higher of the braking forces transmitted by the tyres to the road surface for two wheels, on opposite sides of the vehicle on the same axle;

6 The **lateral brake distribution** for the **service braking system** must—

“**longitudinal brake distribution**” means the ratio of the braking forces transmitted

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(a) in relation to each steering axle, and by the tyres to the road surface through the front and rear wheels respectively when the vehicle is in running order and being braked on a level surface; be not less than 70%.

7 The **longitudinal brake distribution for the service braking system** must, for all values of **total breaking force**, vehicle speed and adjustment settings (if any), be greater than the ratio of the vertical forces transmitted to the road through the front and rear wheels respectively when the vehicle is **in running order** and being braked on a level surface. **“maximum total brake force”** means the total braking force when the brakes are fully applied;

8 The capacity of the **braking system** to absorb and dissipate energy must be sufficient to ensure that all the required aspects of braking performance can be maintained under all normal operating conditions of the vehicle, including long hill descents, taking account of the vehicle's speed capability, weight and weight distribution. **“servo-assistance”** means an energy supply which supplements the muscular energy of the driver;

9 Braking reaction time must comply with the requirements of paragraph 2.3 of Annex II to Directive [71/320/EEC](#) as last amended by Directive [98/12/EC](#). **“total braking force”** means the total of the braking forces transmitted by the tyres to the road surface when the brakes are applied.

## 10 Electro-magnetic Compatibility

The vehicle must comply with the essential technical requirements of paragraph 6 of Annex I to Directive [72/245/EEC](#) as last amended by Directive [89/491/EEC](#)

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## 11 Diesel Smoke

1 If the vehicle has an effective date on or after 1st August 1979, when the engine which it is propelled is subject For the purposes of this item— **“co-efficient of absorption”** (a) applies only to vehicles propelled by a compression ignition engine; This item— shall be construed in accordance with paragraph 3.5

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to the **free-acceleration** test, of Annex VII to Directive (b) does not apply to a vehicle  
the **coefficient of absorption** [72/306/EEC](#)<sup>M93</sup>; which complies with item 41.  
of the exhaust emissions from  
the engine immediately after  
leaving the exhaust must not  
exceed—

(a) if the engine of the vehicle is turbo-charged, 3.0 per metre, or  
(b) in any other case, 2.5 per metre.

2 If the vehicle has an effective **“free acceleration”** has the  
date on or after 1st July 2008, same meaning as in Annex II to  
when the engine by which Directive [77/143/EEC](#)  
it is propelled is subject to <sup>M94</sup>  
the **free-acceleration** test, the as last amended by Directive  
**co-efficient of absorption** of [92/55/EEC](#)  
of the exhaust emissions from <sup>M95</sup>  
the engine immediately after ;  
leaving the exhaust must not  
exceed 1.5 per metre.

3 If the vehicle has an **“plate value”** means the  
effective date on or after **co-efficient of absorption**  
1st September 2018, when specified either on the vehicle's  
the engine is subject to the plate provided under item 18 of  
the **free-acceleration** test, the this table, or on any other plate  
**co-efficient of absorption** of provided for this purpose.  
of the exhaust emissions from  
the engine immediately after  
leaving the exhaust must not  
exceed 0.7 per metres or the  
**plate value** (if any), whichever  
is lower.

## 12 Interior Fittings

1 No surface (other than a For the purposes of this item— 1 Does not apply to a goods  
surface of a window) of the **“air bag”** means a flexible vehicle of category N<sub>1</sub>.  
vehicle interior which can be bag fitted to a vehicle and  
contacted by a sphere of 165mm designed to be filled with gas  
diameter and which is within under pressure in order to  
the **specified zone**, may include protect the driver or a front  
any fittings (e.g. controls and seat passenger in the event of a  
instruments) or design features collision involving the front of  
which have any dangerous the vehicle;  
roughness or **sharp edges**.

2 Switches and other controls **“designated seating position”** 2 Does not apply to any  
mounted on the instrument means a position where there is area inside a motor caravan,  
panel which project by more a seat designed for normal use ambulance, or hears which is  
than 9.5mm from the surface while the vehicle is travelling not inside the **head impact**  
of the panel, can be contacted on the road; **zone** for any **designated**  
by a sphere of 165mm diameter **seating position** for use during  
and which are within the vehicle travel.

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**specified zone**, must be so constructed and mounted that they would either retract into the surface of the panel or become detached from the panel when a horizontal force of 40kg is applied to them.

3 The lower edge of the instrument panel which is within the **specified zone** must be rounded to a radius of curvature of not less than 19mm, or if it is covered with **non-rigid material**, not less than 5mm.

4 The rearward and upward-facing parts of seat frames behind which there is a **designated seating position**, and which are within the **head impact zone** must be both covered with **non-rigid material** and have a radius of curvature of not less than 5mm.

5 The handbrake control in the fully released position and the gear-lever control in any forward gear position must not have any radius of curvature of less than 3.2mm on surfaces which can be contacted by a sphere of 165mm diameter.

6 Shelves and other similar items fitted below the level of the highest part of the instrument panel must be so constructed that their supports have no protruding edges and that all parts facing into the vehicle present a surface not less than 25mm high with edges rounded to a radius of curvature of not less than 3.2mm. This surface must also be covered with **non-rigid material**.

7 On that part of the inner surface of the roof which is

“**head impact zone**” has the same meaning as in Directive 74/60/EEC;

“**non-rigid material**” means a material which has a hardness of less than 50 shore A;

“**rigid material**” means a material which has a hardness of no less than 50 shore A;

“**sharp edge**” means an edge of **rigid material** having a radius of curvature of less than 2.5mm, except in the case of projections of less than 3.2mm from the panel. In this case, the minimum radius of curvature does not apply provided that the height of the projection is not more than half its width and its edges are blunted;

“**specified zone**” means the zone which—

3 An armoured vehicle is exempted from any requirement of this item if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

4 Paragraph 1 does not apply to—  
(a) the edges of any interior fitting (if there is a gap of less than 20mm wide between the edges),  
(b) any heating or ventilation grill element, or  
(c) any control mounted on the heating or ventilation grill element area, so long as they are blunted.

5 Paragraph 1 does not apply to foot pedal controls.

6 Paragraphs 1 and 2 do not apply to any switches, controls or associated equipment designed for the use by a disabled driver and fitted in the driver's position so long as any edges are blunted.

7 For the purpose of this item the seating position of a



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situated above or forward of the occupants and can be contacted by a sphere of 165mm diameter, the width of projecting parts made of **rigid material** must not be less than the length of their projection from the surface and their edges must have a radius of curvature of not less than 5mm. Roof sticks or ribs made of **rigid material**, with the exception of the header rail of the glazed surfaces and door frames, must not project downwards by more than 19mm.

(a) is forward of the transverse plane of the torso reference line of the manikin as defined in paragraph 2.5 and appendix 1 of Annex III to Directive 77/649/EEC<sup>M96</sup> as last amended by Directive 90/630/EEC with the manikin positioned in the rearmost **designated seating position**,  
(b) is above the horizontal plane passing through the point 150mm above the lowest part of the top of the front seat cushions, and  
(c) is outside the areas defined by paragraphs 2.3.1, 2.3.2 and 2.3.3 of Annex I to Directive 74/60/EEC as last amended by Directive 78/632/EEC<sup>M97</sup>.

wheelchair is considered to be a seat.

8 Paragraph 5 does not apply to—

(a) any floor-mounted hand-brake control if, in the fully released position, no part of the control is in the **specified zone**, or  
(b) any hand-brake control mounted on or under the instrument panel if, in the fully released position, there is no possibility of the occupants of the vehicle contacting it in the event of a frontal impact.

9 Paragraph 7 does not apply to—

(a) parts covered with a **non-rigid material**,  
(b) to the hood-frames of convertible vehicles, or  
(c) to hood or tonneau cover press studs,  
so long as they are blunted. For opening roofs, the requirements shall apply to parts, including devices for opening, closing and adjusting the roof, with the roof in the closed position.

10 Paragraph 1 (in so far as it relates to the surface of an instrument panel) and paragraph 2 do not apply to any vehicle if—

(a) it is fitted with **air bags** for the protection of the driver and the front seat passenger, and  
(b) those **air bags** were fitted at the time the vehicle was manufactured,  
except that this exemption does not apply to—  
(i) an amateur-built vehicle,  
(ii) a vehicle manufactured in very low volume,  
(iii) a vehicle manufactured using parts of a registered vehicle, and  
(iv) a rebuilt vehicle, as defined in Part 1 of this Schedule.

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### 13 Anti-Theft and Immobiliser

1 Either—  
(a) the technical provisions of Directive 74/61/EEC as last amended by Directive 95/56/EC, or  
(b) the requirements specified in paragraph 2.

“immobiliser” has the same meaning as in Directive 74/61/EEC as last amended by Directive 95/56/EC.

1 For the purpose of column 1, paragraph 3, compliance may be demonstrated by—  
(a) a base vehicle approval or test report, or  
(b) a separate technical unit approval or test report, and a completed installation certificate.

2 The vehicle must be fitted with some form of anti-theft device, that is to say, a mechanical anti-theft device or immobiliser or a combination of these (in addition to any key operated switch normally used to start the engine) that prevents the vehicle being driven or moved under its own power. Such device(s) shall comply with the following requirements—

2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

(a) No anti-theft device is to operate on the braking system;  
(b) If any anti-theft device is, or incorporates any, mechanical device that acts upon a system that affects the control of the vehicle (e.g. the steering control)—

(i) it must not be possible to start the engine in the normal way until every such mechanical device has been deactivated,  
(ii) it must not be possible to activate any such mechanical device while the engine is running, and  
(iii) the action of deactivating any such mechanical device must be distinct and separate from that of stopping the engine.

3 Any alarm system or immobiliser, excluding a panic alarm specified in paragraph 4, fitted to a vehicle must comply with paragraph 1.

4 An optional panic alarm not forming part of an alarm

system under paragraph 1 must comply with the following requirements—

- (a) the alarm signal to be audible and in addition may include optical alarm devices, or be a radio alarm, or any combination of the above;
- (b) the technical requirements of Directive [74/61/EEC](#) as last amended by Directive [95/56/EC](#), Annex VI, Part II, paragraphs 8.2 to 8.8, 9.1.2 to 9.2.1, 9.2.3 to 9.4, 9.6, 9.9 to 9.10, and 9.11.2 to 11 inclusive;
- (c) unsetting the panic alarm must immediately cut the alarm signal.

#### 14 Protective Steering

1 No part of the **steering control** surface directed towards the driver which can be contacted by a sphere of 165mm in diameter may present any roughness or sharp edges with a radius of curvature of less than 2.5mm.

2 The steering control must be designed, constructed and fitted so as not to embody components or accessories, including the horn control and other assemblies, capable of catching in the driver's clothing or jewellery in normal driving movement.

For the purposes of this item—  
“**driver's air bag**” means a flexible bag fitted to a vehicle and designed to be filled with gas under pressure in order to protect the driver in the event of a collision involving the front end of the vehicle;

“**steering control**” has the same meaning as in Directive [74/297/EEC](#).

1 This item does not apply to—

- (a) an ambulance, motor caravan, or hearse if the vehicle has been derived from a goods vehicle having a maximum gross weight of not less than 1500kg;
- (b) an armoured vehicle;
- (c) a vehicle which complies with the technical requirements of Directive [96/79/EC](#).

2 Paragraph 1 does not apply to any vehicle if—

- (a) it is fitted with a **driver's air bag**;
- (b) the **driver's air bag** was fitted and approved at the time the base vehicle was manufactured, and
- (c) all parts of the **steering control** are blunted, but this exemption does not apply to—
  - (i) an amateur built vehicle;
  - (ii) a vehicle manufactured in very low volume;
  - (iii) a vehicle manufactured using parts of a registered vehicle;
  - (iv) a rebuilt vehicle, as defined in Part 1 of this Schedule.

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3 The **steering control** and column assembly as fitted to the vehicle or the **steering control** itself must offer a degree of protection to the driver in the event of a frontal impact by absorbing energy. The requirement shall be treated as met if either—

- (a) the vehicle complies with the requirements of paragraph 5.2 of Annex I of Directive [74/297/EEC](#), or
- (b) the steering control complies with the requirements of paragraphs 5.2, 5.4.3, 5.4.4 and 5.4.5 of Directive [74/297/EEC](#) as last amended by Directive [91/662/EEC](#).

4 The vehicle must comply with the requirements of paragraph 5.1 of Annex I of Directive [74/297/EEC](#).

### **15Seat Strength**

The technical provisions of Directive [74/408/EEC](#) as last amended by Directive [2005/39/EC](#).

3 The requirements of this item do not apply to a disabled person's vehicle insofar as the adaptation prevents the vehicle from complying but this exception does not apply where such adaptations can easily be removed, if necessary with the use of tools, in which case evidence of compliance before the vehicle was adapted is required.

1 In the case of a motor caravan, ambulance or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 In the case of a motor caravan, ambulance or hearse, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3 This item does not apply to the anchorages of any seat designed for a disabled person, so long as such a seat is securely attached to the vehicle.

4 In the case of a wheelchair accessible vehicle—

- (a) a wheelchair location shall be considered a seating position but the requirements in column

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1, paragraph 1, do not apply to the wheelchair;

(b) for each wheelchair sufficient space must be provided, the longitudinal plane of the special area must be parallel to the longitudinal plane of the vehicle.

5 The tests specified in Appendix 1 and Appendix 2 of Annex II to Directive [74/408/EEC](#) do not apply to a seat designed to provide a comparable level of safety.

6 The provisions of paragraph 2 of Article 1 to Directive [2005/39/EC](#) do not apply.

## 16 Exterior projections

1 The essential technical provisions of Directive [74/483/EEC](#) as last amended by Directive [79/488/EC](#), Annex I, paragraphs 5, 6.2, 6.5.1, 6.11 and 6.14. For the purposes of this item “**extreme outer edge**” and “**external surface**” have same meaning as in Directive [74/483/EEC](#).

2 Handles, hinges, push buttons and fuel tank filler caps must not project more than 40mm from the **external surface** unless they cannot under any circumstances project beyond the **extreme outer edge** of the vehicle, in which case they may project by up to 50mm from the **external surface**. All handles must be enclosed in a protective surround or be recessed, unless they cannot in any circumstances project beyond the **extreme outer edge** of the vehicle.

3 The open ends of door handles which rotate parallel to the plane of the door must be turned back towards the plane of the door. Such open ends must be directed rearwards unless the handles cannot under any circumstances project beyond the **extreme outer edge** of the

1 Does not apply to goods vehicles of category N<sub>1</sub> or multi-purpose vehicles which are classed as M<sub>1</sub> by virtue of paragraph 10 of Part 1 of this Schedule.

2 The requirements according to the base or incomplete vehicle based on maximum mass may apply to the cab.

3 Those parts of a motor caravan, ambulance or hearse, other than the driver's cab, are exempt from any requirements of this item if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle

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vehicle and at least one of the following requirements is met—

- (a) the open end of the handle is shielded to the front by a protective surround, or
- (b) the open end of the handle is recessed into the vehicle bodywork, or
- (c) the gap measured laterally between the open end of the handle and the vehicle body is no more than 2mm when the handle is in its normal position with the door latched.

## 17 Speedometer and Reverse Gear

1 The technical provisions of Directive [75/443/EEC](#) as last amended by Directive [97/39/EC](#), Annex I and Annex II, paragraph 4.

2 The vehicle must be fitted with a speedometer capable

to comply due to its special purpose.

4 An armoured vehicle is exempt from any requirement of this item if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

5 Does not apply to badges and other features of mass produced vehicles that cannot reasonably be removed or modified provided that such projections are blunted except that this exemption does not apply to—

- (a) an amateur-built vehicle,
- (b) a vehicle manufactured in very low volume,
- (c) a vehicle manufactured using parts of a registered vehicle, and
- (d) a rebuilt vehicle, as defined in Part I of this Schedule.

6 Hood or tonneau cover press studs fitted to a convertible vehicle so long as they are blunted.

1 Annex II paragraphs 4.3 and 4.4 to Directive [75/443/EEC](#) do not apply if the following requirements are met—

- (a) for all true speeds up to the design speed of the vehicle, the true speed must not exceed the indicated speed;
- (b) for all true speeds of between 25mph and 70mph (or the maximum speed if lower), the difference between the indicated speed and the true speed must not exceed  $V/10 + 6.25\text{mph}$  where  $V$  = the true speed.

2 Annex II paragraph 4.2.1 to Directive [75/443/EEC](#) applies

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of indicating speed in mph at uniform intervals not exceeding 20 mph at all speeds up to maximum speed of the vehicle.

only where the speedometer is marked in km/h.

### 18Plates (statutory)

1 The technical provisions of Directive 76/114/EEC as last amended by Directive 78/507/EEC.

2 Where the vehicle is the subject of a multi-stage build a plate is required on completion of each stage as appropriate. Information which has not changed from the base of the vehicle plate does not need to be marked on subsequent plates, except the vehicle identification number must be marked on every plate.

“**mass produced**” means vehicles of the same family of types produced in numbers exceeding 500 per annum worldwide.

1 In the case of M<sub>1</sub> vehicles paragraphs 2.1.4 to 2.1.7 of the Annex to Directive 76/114/EEC do not apply.

2 Where a vehicle is **mass produced** the following may apply—

(a) the information on the plate required in column 1 may be on separate plates provided that the plates are fitted as close as possible to each other in a clearly visible position and every plate is marked with the vehicle identification number, and

(b) the vehicle identification number may be marked in characters less than 4mm in height.

### 19Seat Belt Anchorages

The technical provisions of Directive 76/115/EEC as last amended by Directive 2005/41/EC,

and in the case of a wheelchair accessible vehicle the requirements in Section 2 of this Part.

1 In the case of a motor caravan, ambulance or hearse, with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 In the case of a motor caravan, ambulance, hearse or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3 In the case of a motor caravan, ambulance or hearse, at least anchorages for lap belts are required for all rear seating positions.

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4 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

5 Tests need not be performed provided that the vehicle is designed to meet the strength characteristics equivalent to those needed to satisfy the requirements of this item.

## **20 Installation of Lighting and Light Signalling Devices**

1 The essential technical provisions of UNECE Regulation 48.03.

1 Paragraphs 6.2.6.2 and 6.2.6.3 of UNECE Regulation 48.03 (headlamp levelling) do not apply except where dipped beam headlamps with light sources having an objective luminous flux which exceed 2000 lumen are fitted.

2 Dipped beam headlamps must be suitable for left hand rule of the road traffic.

2 The requirements relating to S3 devices in paragraph 6.7 of UNECE Regulation 48.03 do not apply.

3 In the case of a rear direction indicator which is one of a number of lamps having a common housing and fitted to a left-hand drive vehicle, paragraph 6.5.4.1 of UNECE regulation 48 applies as if for “400mm” there were substituted “ 480mm ”.

4 Exemption from one or more of the technical requirements is permitted for a special purpose vehicle where the special purpose makes it impossible to fully comply provided that all mandatory devices are installed and geometric visibility is unaffected.

5 For vehicles with a maximum mass equal to or exceeding 2500kg the



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requirements according to the category of the base or incomplete vehicle based on maximum mass may apply to the cab.

6 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose and provided that all mandatory lighting devices are installed and that the geometric visibility is not affected.

7 Paragraph 6.7.2.1 of UNECE Regulation 48.03 is to be read as if it also applied to category M<sub>1</sub> and N<sub>1</sub> vehicles.

8 In paragraph 5.15 of UNECE Regulation 48.03, the text specifying the colour of the side marker lamp is to be read as if the words following the word “red” were deleted.

9 Paragraph 6.3.4.1 of UNECE Regulation 48.03 does not apply.

10 Paragraphs 6.9.2 and 6.10.2 of UNECE Regulation 48.03 are to be read as if the word “two” were replaced by “two or four”.

11 In paragraph 5.15 of UNECE Regulation 48.03, the text specifying the colour of the end outline marker lamp is to be substituted by “white or amber in front, red at the rear”.

12 In the case of a left hand drive vehicle where the requirements of UNECE Regulation 48.03, paragraph 6.18.7 are met, paragraph 6.5.4.1 is amended so that for “400mm”, representing the distance from the extreme edge

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of the vehicle, substitute “  
510mm”.

13 In the case of a left hand drive vehicle where the headlamp height above the ground as specified in paragraph 6.2.4.2 of UNECE Regulation 48.03 does not exceed 850mm, the requirement in paragraph 6.2.9 for headlamp cleaning does not apply.

## 21Retro Reflectors

UNECE Regulation 3 or For the purposes of this item— This item, in so far as it requires  
UNECE Regulation 150. “**coefficient of luminous intensity**” has the same meaning as in UNECE Regulation 3.02; any reflector or device to bear a particular **standard mark** (or one of two or more **standard marks**), does not apply if the device meets the standards as to **coefficient of luminous intensity**, of the instrument to which the **standard mark** (or as the case may be one of those **standard marks**) relates.

“**standard mark**” means a mark which when applied to a lamp, reflector or device, indicates compliance with the requirements of a particular instrument; and a reference to the instrument to which a standard mark relates is to be construed accordingly.

## 22End-outline, Front-position (side), Rear-position (side), Stop, Side Marker, Daytime Running Lamps

UNECE Regulation 7 or For the purposes of this item, This item, in so far as it requires  
UNECE Regulation 148. “**standard mark**” means a mark which when applied to a lamp, reflector or device, indicates compliance with the requirements of a particular instrument, and a reference to the instrument to which a standard mark relates is to be construed accordingly. any lamp or device (including a filament lamp) to bear a particular **standard mark** (or one of two or more **standard marks**), does not apply if the device meets the standards as to luminous intensity of the instrument to which the **standard mark** (or as the case may be one of those **standard marks**) relates.

## 23Direction Indicators

UNECE Regulation 6 or As item 22. As item 22.  
UNECE Regulation 148.

## 24Rear registration Plate Lamps

UNECE Regulation 4 or As item 22. As item 22.  
UNECE Regulation 148.

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## 25 Headlamps (including bulbs)

UNECE Regulation 8, UNECE Regulation 20, UNECE Regulation 31, UNECE Regulation 98, UNECE Regulation 112, UNECE Regulation 123 or UNECE Regulation 149. As item 22.

## 25A Cornering Lamps (where fitted)

UNECE Regulation 119 or UNECE Regulation 149. As item 22.

## 26 Front Fog Lamps (where fitted)

UNECE Regulation 19 or UNECE Regulation 149. As item 22.

## 28 Rear fog Lamps

UNECE Regulation 38 or UNECE Regulation 148. As item 22.

## 29 Reversing Lamps

UNECE Regulation 23 or UNECE Regulation 148. As item 22.

## 30 Parking Lamps (where fitted)

UNECE Regulation 7 or UNECE Regulation 148. As item 22.

## 31 Seat Belts

The technical requirement of Directive 77/541/EEC as last amended by Directive 2005/40/EC, or a harness belt marked BS3254: Part 1: 1988. For the purposes of this item— “**adult belt**” means a seat belt for an adult not being a disabled person's belt;

“**harness belt**” means an adult belt which is a harness belt comprising a lap belt and shoulder straps.

1 In the case of a motor caravan, ambulance, or hearse, with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 In the case of a motor caravan, ambulance, hearse, or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3 In the case of a motor caravan, ambulance, or hearse, at least

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lap belts are required for all year round seating positions.

4 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

5 This item does not apply to an **adult belt** fitted to a vehicle, if the belt provides a level of safety equivalent to that provided by an **adult belt** which complies with the requirements of column 1.

6 Seat belts which have been specially designed or adapted for use by an adult or young person who has a physical or mental impairment, and intended for use solely by such person are exempt.  
(Note: Seat belt anchorages for such belts shall satisfy the requirements of item 19.)

7 A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.

### **32 Forward vision**

The driver must have a clear and un-obscured view of the road ahead and to the side (180° forward).

### **33 Identification of Controls, Tell-tales and Indicator**

The technical provisions of paragraph 5 of Annex I to Directive [78/316/EEC](#) as last amended by Directive [94/53/EC](#),  
or

Instead of complying with column 1 it is sufficient for symbols or text, where fitted, to provide the driver with understandable

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the symbols (including the colour of tell-tales when their presence is required) mentioned in Annex II of Directive 78/316 as last amended by Directive [94/53/EC](#) must be designed in accordance with Standard ISO 2575.

information about the operation of the control in question.

### 34 Defrost/Demist

Vehicles must be fitted with **adequate** de-frosting and demisting devices. “**Adequate**” means: sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

### 35 Wash/Wipe

Vehicles must be fitted with **adequate** washing and wiping devices. “**Adequate**” means: sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

### 36 Heating Systems (if fitted)

The technical provisions of Directive [2001/56/EC](#), Annex II, paragraph 3, excluding paragraph 3.1.

### 37 Wheel guards

The technical provisions of Directive [78/549/EEC](#), Annex I as last amended by Directive [94/78/EC](#).

1 Does not apply to a vehicle of category N<sub>1</sub>.

2 Paragraph 3 of Annex I to Directive [78/549/EEC](#) does not apply.

3 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

### 38 Head Restraints

The technical provisions of Directive [78/932/EEC](#).

1 Does not apply to a vehicle of category N<sub>1</sub>.

2 Does not apply to head restraints which comply with item 15.

3 In the case of a motor caravan, ambulance, or hearse, with a maximum mass equal to or exceeding 2500kg the requirements according to the

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#### 41 Heavy Duty Emissions

1 The technical provisions of Directive [88/77/EEC](#)  
M98

as last amended by Directive [91/542/EEC](#)  
M99

Row B limit values.

2 Vehicles manufactured on or after 1st October 2001: Directive [88/77/EEC](#) as last amended by Directive [1999/96/EC](#)  
M100

Row A limit values.

3 Vehicles manufactured on or after 1st October 2006: Directive [88/77/EEC](#) as last amended by Directive [1999/96/EC](#) Row B1 limit values.

4 Vehicles manufactured on or after 1st October 2009: Directive [88/77/EEC](#) as last amended by Directive [1999/96/EC](#) Row B2 limit values.

5 Complete or completed vehicles manufactured on or

category of the base or incomplete vehicle based on maximum mass may apply.

4 In the case of a motor caravan, ambulance, or hearse, or other special purpose vehicle—

(a) the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary, and

(b) any seats which are not for use when travelling on a road must be clearly identified to users by means of a pictogram or a sign with appropriate text.

5 Does not apply to a seat which is a wheelchair.

1 Does not apply to vehicles approved under item 2 or, in the case of a compression ignition engine, item 11.

2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3 Modification of exhaust system length after the last silencer is permissible without any further test.

4 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

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after 1st September 2018:  
Regulation (EC) No 595/2009  
Annex I limit values.

#### 44 Masses & dimensions (cars)

The essential technical requirements of Directive 92/21/EEC as last amended by Directive 95/48/EC.

1 Does not apply to a goods vehicle of category N<sub>1</sub>.

2 For motor caravans, in paragraph 3.1.1.2 of Annex II to Directive 92/21, for “2500mm” substituted “2600mm”.

3 Paragraphs 3.1.1.3 and 3.3.3 of Annex II to Directive 92/21/EEC do not apply.

4 In the case of wheelchair accessible vehicles, for the purpose of calculations, the mass of the wheelchair including the user is assumed to be 100kg. The mass must be concentrated at the H point of the three dimensional machine.

#### 45 Safety glass

Component:  
UNECE Regulation 43.00.

Vehicle:  
The technical provisions of UNECE Regulation 43.00, Annex 21.

UNECE Regulation 43, Annex 21, paragraphs 4.1.2 and 4.1.3 do not apply provided that driver's forward vision is not distorted and that light transmission of at least 70% is maintained (60% in the case of armoured vehicles).

#### 46 Tyres

Component:  
The provisions of Directive 92/23/EEC as last amended by Directive 2005/11/EC, and  
UNECE Regulation 64.01 in the case of a temporary use spare tyre (if fitted).

Vehicle Installation:  
The technical provisions of Annex IV to Directive 92/23/EEC as last amended by Directive 2005/11/EC.

1 Annex V of Directive 92/23/EEC does not apply to vehicles manufactured before 1st October 2011.

2 The requirements of column 1 do not apply to a tyre fitted to a vehicle, if the tyre provides a level of safety equivalent to a tyre that meets the requirements of column 1 which refer to the “component” element.

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#### **48 Masses and Dimensions**

The technical provisions of Directive [97/27/EC](#) as last amended by Directive [2003/19/EC](#), paragraph 7 of Annex I.

1 Does not apply to a passenger vehicle of category M<sub>1</sub>.

2 Directive [97/27/EC](#), Annex I, paragraphs 7.5, 7.8.3, 7.9, 7.10 and 7.11 do not apply.

#### **49 External Projection of Cabs**

The essential technical provisions of: sections 3 and 4 of Annex I to Directive [92/114/EEC](#).

Does not apply to a passenger vehicle of category M<sub>1</sub> with the exception of vehicles which are classed as M<sub>1</sub> by virtue of paragraph 10 of Schedule 2, Part 1.

Does not apply to badges and other features of mass produced vehicles that cannot reasonably be removed or modified provided that such projections are blunted.

#### **50 Couplings (if fitted)**

Coupling device:  
The technical provisions of Annex VII to Directive [94/20/EC](#).

1 In the case of a wheelchair accessible vehicle, irrespective of mass or a motor caravan, ambulance or hearse with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 Does not apply to couplings fitted as original equipment to mass produced vehicles which are compatible with trailer coupling devices complying with requirements of column 1.

Vehicle Installation:  
Securely attached to structural parts of the vehicle and in such a position to allow the safe functioning and operation of the coupling.

#### **60 Frontal Protection Systems (“Bull-bars”) (if fitted)**

Directive [2005/66/EC](#)

#### **69 Electrical Safety**

Vehicle: The technical provisions of UNECE Regulation 100.01.

For a vehicle with batteries with maximum voltage 48V —only compliance with the essential technical requirements of UNECE Regulation 100.00 is required.

#### **70 General Construction**



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1 All aspects of the design and construction of the vehicle and its equipment which are not covered by other subject matters in this Schedule, must be such that no danger is caused or likely to be caused to any person in the vehicle or on a road.

2 In particular, under normal conditions likely to be encountered while the vehicle is being driven on a road, including when the vehicle is loaded to its maximum gross weight and the axle weight of any one axle equals its maximum permitted axle weight—

(a) it must be possible to control the vehicle safely, taking account of the vehicle's speed and acceleration capabilities;

(b) the clearance between any of the following parts of the vehicle, namely the tyres, wheels, other rotating components associated with the transmission of engine power or braking, moveable parts of the steering mechanism and fixed parts must be sufficient to ensure no risk of fouling and the wheels and wheel fixings shall be compatible;

(c) the vehicle structure (chassis or integral chassis-body) must be designed and constructed so as to withstand the forces and vibration to which it is likely to be subject;

(d) all entries and exits provided for the vehicle occupants (other than doors) must be so designed so as to allow easy and safe use;

(e) all aperture covers (other than doors) including tail gates, boot and bonnet lids, must be capable of being securely latched in the fully closed position;

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(f) the steering, suspension, axles and wheels must be designed, constructed and fitted so as to withstand the forces and vibration to which they are likely to be subject;

(g) the electrical system, including the battery, electrical components and wires, must be securely attached to the vehicle. In particular, the maximum distance between attachments of wires, except those contained within hollow components, must be 300mm and wires must be fitted and protected so as to avoid the risk of damage to insulation, such as abrasion. All components must be constructed and fitted so as to minimise the risk of corrosion and fire;

(h) no part of the inside or outside of the vehicle should have high surface temperatures likely to cause injury to persons travelling in or entering or exiting the vehicle unless adequately protected.

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#### Marginal Citations

- M88** S.I. 1986/1078, as last amended by S.I. 2019/734. The definition of “emissions publication” in Schedule 7B was substituted by S.I. 2017/1251.
- M89** OJ No. L 106, 3.5.2000, p. 7.
- M90** OJ No. L 76, 6.4.1970, p. 1 (English special edition: Series I Volume 1970(I) P. 171).
- M91** OJ No. L 242, 30.8.1991, p. 1.
- M92** OJ No. L 238, 15.8.1989, p. 43.
- M93** OJ No. L 190, 20.8.1972, p. 1 (English special edition: Series I Volume 1972(III) P. 889).
- M94** OJ No. L 47, 18.2.1977, p. 47.
- M95** OJ No. L 225, 10.8.1992, p. 68.
- M96** OJ No. L 267, 19.10.1977, p. 1.
- M97** OJ No. L 206, 29.7.1978, p. 26.
- M98** OJ No. L 36, 9.2.1988, p. 33.
- M99** OJ No. L 295, 25.10.1991, p. 1.
- M100** OJ No. L 44, 16.2.2000, p. 1.

## CHAPTER 2 **U.K.**

### Commencement Information

**I20** Sch. 2 Pt. 2 Ch. 2 in force at 1.9.2020, see [reg. 1\(b\)](#)

### SECTION 1

#### Wheelchair spaces **U.K.**

1. Any wheelchair space must be fitted with the following—
  - (a) a wheelchair and wheelchair user restraint system complying with item 19A of the Type Approval Regulation, Annex II, Part III, Appendix 3, or
  - (b) a restraint system comprising—
    - (i) a four point wheelchair tie-down system suitable for general wheelchair application, and
    - (ii) a wheelchair user restraint system comprising a minimum of three anchorage points to provide a pelvic and upper torso restraint system.

#### Wheelchair tie-down devices **U.K.**

2. All wheelchair tie-down devices must comply with ISO 10542 and be marked accordingly.

#### Location and geometry of anchorages **U.K.**

3. The geometry of the wheelchair tie-down and occupant restraint system anchorages and webbing must comply with ISO 10542. A surrogate wheelchair as defined in ISO 10542 or equivalent must be used for this purpose.

#### Testing of restraint system anchorages **U.K.**

- 4.—(1) A static test shall be conducted on the anchorage points for both the wheelchair tie-downs and occupant restraints in accordance with the following requirements—
  - (a) The tests must be conducted on a vehicle or a representative section of a vehicle structure including any vehicle fittings that are likely to contribute to the strength or rigidity of the structure,
  - (b) The forces specified in paragraph 5 below must be applied by means of a surrogate wheelchair of adequate strength as defined in ISO 10542, or equivalent, with attachment points for the front and rear tie-downs and reproducing the geometry of the wheelchair tie-down system,
  - (c) The forces specified in paragraph 6 below must be applied by means of a traction device specified in paragraph 5.3.4 of Annex I to Directive [76/115/EEC](#) as amended by Directive [96/38/EC](#) and supported on the surrogate wheelchair defined in (b) above;
  - (d) The forces in sub-paragraphs (b) and (c) above must be applied simultaneously in the forward direction at an angle of  $10^{\circ} \pm 5^{\circ}$  above the horizontal plane. The force in (b) must be applied at a height of not less than 200 mm and not more than 300 mm measured vertically above the floor of the wheelchair space;

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- (e) The force in paragraph 5(b) must be applied in the rearward direction at an angle of  $10^\circ \pm 5^\circ$  above the horizontal plane at a height of not less than 200 mm and not more than 300 mm measured vertically above the floor of the wheelchair space;
  - (f) All forces must be applied as rapidly as possible through the central vertical axis of the wheelchair and wheelchair space;
  - (g) All forces must be maintained for a period of not less than 0.2 seconds.
- (2) For test purposes the components comprising the wheelchair tie-down and occupant restraint devices may be replaced with components suitable for test purposes having a similar function.

#### Forces applied to a wheelchair tie-down system **U.K.**

5. The force applied to the surrogate wheelchair—
- (a) in the forward direction to be 24.50 kN;
  - (b) in the rearward direction to be 12.25 kN.

#### Forces applied to an occupant restraint system **U.K.**

6. The forces must be those specified in paragraph 5.4 of Annex I to Directive [76/115/EEC](#) as last amended by Directive [96/38/EC](#).

#### Anchorage system performance **U.K.**

7. The anchorages will meet the test performance requirements if—
- (a) no part of the system has failed, or become detached during the test;
  - (b) no part of the anchorage system has deformed to such an extent that sharp edges or protrusion may cause injury.

### SECTION 2

#### **U.K.**

Instead of complying with Section 1 an alternative wheelchair tie-down system, docking system or occupant restraint system may be fitted. This may include a rearward facing wheelchair arrangement with appropriate safety features. Evidence must be provided to the approval authority that the system offers an equivalent level of occupant protection for the wheelchair user.

## PART 3 **U.K.**

### Requirements for Part 3 vehicles

#### Commencement Information

**I21** Sch. 2 Pt. 3 in force at 1.9.2020, see [reg. 1\(b\)](#)

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
<b>1</b> Noise		

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<p>Directive <a href="#">70/157/EEC</a>, as last amended by Directive <a href="#">92/97/EEC</a> <b>M101</b> , Annex I, paragraph 5.</p>	<p>A “<b>Stationary Noise Test</b>” means, in the case of a modified exhaust system, a stationary test as defined in paragraphs 5.2.3.4.2 and 5.2.3.4.3 of Annex I to Directive <a href="#">70/157/EEC</a> with a noise limit value measured on the dB(A) scale which must not exceed the equivalent stationary value recorded on the approval, certificate of conformity or test report for that vehicle by more than 2dB(A) at 0.5m.</p>	<p>1 Directive <a href="#">70/157/EEC</a>, Annex I, paragraphs 5.3.1.1, 5.3.1.2 and 5.3.1.3 do not apply.</p> <p>2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>3 Where evidence of compliance has been provided, subsequent modification to the exhaust system will be permitted provided— (a) it is downstream of any emissions control device (eg a catalyst), and (b) the emission control device and silencer are identical to that fitted at the time compliance was demonstrated.</p> <p>4 In the case of wheelchair accessible vehicles for which an approval or test report has been issued prior to modification of the exhaust system, a <b>Stationary Noise Test</b> is permitted.</p>
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## 2 Light Duty Emissions

<p>1 Directive <a href="#">70/220/EEC</a> <b>M102</b> as last amended by Directive <a href="#">94/12/EC</a> <b>M103</b> , Annex I, paragraph 5.</p>	<p>“<b>OBD</b>” means On-Board Diagnostic systems, as defined in paragraph 2.13 of Annex I to Directive <a href="#">70/220/EEC</a> or paragraph 9 of Article 3 to Regulation (EC) No 715/2007.</p>	<p>1 Vehicles are exempt from the requirements of <b>OBD</b>.</p>
<p>2 Vehicles manufactured on or after 1st January 2001: Directive <a href="#">70/220/EEC</a> as last amended by Directive <a href="#">98/69/EC</a> <b>M104</b> , Annex I, paragraph 5 (Row A limits).</p>	<p>3 Vehicles manufactured on or after 1st January 2006: Directive <a href="#">70/220/EEC</a> as last amended by Directive <a href="#">98/69/EC</a> Annex I, paragraph 5 (Row B limits).</p>	<p>2 Does not apply to vehicles approved to item 41.</p> <p>3 Modification of exhaust system length after the last silencer is permissible without any further test.</p>

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4 Vehicles manufactured on or after 1st January 2012: Regulation (EC) 715/2007, Annex I, Table 1.

5 Vehicles manufactured on or after 1st September 2016: Regulation (EC) 715/2007 Annex I, Table 2.

6 Complete or completed vehicles manufactured after 1st December 2018 in the case of M<sub>1</sub> vehicles and 1st December 2019 otherwise: the technical provisions of Annex XXI to Commission Regulation (EU) 2017/1151 (WLTP).

4 In the case of a completed vehicle, the requirements according to the category and date of completion of the base or incomplete vehicle based on maximum mass may apply.

5 An approval issued to the most representative base vehicle remains valid irrespective of change in the reference mass or aerodynamic performance.

6 In the case of wheelchair accessible vehicles—

(a) the modification of the exhaust system is permitted without any further test provided the emission control devices including particulate filters (if any) are now not affected, and

(b) no new evaporative test is required on the modified vehicle on condition that the evaporative control devices are kept as fitted by the manufacturer of the base vehicle.

7 Diesel passenger vehicles manufactured before 1st January 2003 with a maximum permissible weight exceeding 2000kg, which have either more than 6 seats including the driver, or comply with the definition of an MIG (Off-Road vehicle as defined in Directive 2007/46/EC) are to be treated as a vehicle of category N<sub>1</sub>.

## 9 Braking

1 Vehicles manufactured on or after 1st October 1990: Directive 98/12/EC, Annex I, paragraph 2.1.1.3 (requirements for asbestos-free brake linings only).

1 The requirements in column 1 for the driver to be able to operate the service braking system while keeping both hands on the steering control, and the secondary braking system while keeping at least one hand on the steering control, do not apply to a disabled person's vehicle, so

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2 Vehicles manufactured on or after 1st April 1995: Directive [71/320/EEC](#), Annex I, paragraph 2.

3 Vehicles manufactured on or after 31st March 2001: Directive [71/320/EEC](#) as last amended by Directive [98/12/EC](#), Annex I, paragraph 2 (all requirements) and Annex II.

### 13 Anti-Theft and Immobiliser

Vehicles manufactured on or after 1st October 1998: Directive [74/61/EEC](#), as last amended by Directive [95/56/EC](#), Annex V (electronic immobiliser), and Annex VI (alarm system).

Immobilisers must be approved as part of the base vehicle or as a separate technical unit.

Alarms must be approved as part of the base vehicle or as a separate technical unit.

### 14 Protective Steering

Directive [74/297/EEC](#) as last amended by Directive [91/662/EEC](#), Annex I, paragraphs 5 and 6.

long as the vehicle is adapted for a disabled driver to enable him to control the steering at all times while operating either braking system.

2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3 Evidence of compliance with column 1 remains valid where brake transmissions lines are repositioned.

1 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 In the case of a panic alarm not forming part of an alarm system specified in column 1 the requirements of item 13 of Part 2 of this Schedule apply.

1 This item does not apply to—  
(a) vehicles complying with the requirements of item 53;  
(b) vehicles of category N<sub>1</sub> with a maximum permissible mass exceeding 1500kg.

2 The requirements of this item do not apply to a disabled persons' vehicle insofar as the adaptation prevents the vehicle from complying with any of the requirements of this item, except that this exemption does not apply where such adaptations can easily be removed, if necessary with the use of tools, and in which case evidence of

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compliance before the vehicle was adapted is required.

3 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

### 19 Seat Belt Anchorages

1 Directive [76/115/EEC](#) as last amended by Directive [90/629/EEC](#)

M105

, Annex 1, paragraphs 4 and 5.

2 Vehicles manufactured on or after 29th April 2009: Directive [76/115/EEC](#) as last amended by Directive [2005/41/EC](#).

3 In the case of a wheelchair accessible vehicle the requirements of this item are substituted by item 19 of Part 2 of this Schedule.

1 In the case of other special purpose vehicles, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

2 In the case of a disabled person's vehicle adapted by a person other than the base vehicle manufacturer, any seat belt anchorage points fitted by that person may comply instead with the requirements of item 19 of Part 2 of this Schedule.

### 31 Seat Belts

1 Vehicles manufactured on or after 1st July 1997: Directive [77/541/EEC](#) as last amended by Directive [90/628/EEC](#)

M106

, Annex I, paragraphs 3.1 to 3.1.9 and 3.2.1 to 3.2.2.4.

2 Vehicles manufactured on or after 1st October 1999: Directive [77/541/EEC](#) as last amended by Directive [96/36/EC](#)

M107

, Annex I, paragraphs 3.1 to 3.1.10, 3.1.11, 3.1.12 and 3.2.1 to 3.2.2.5.

3 Vehicles manufactured on or after 29th April 2009: Directive [77/541/EEC](#) as last amended by Directive [2005/40/EC](#).

1 In the case of other special purpose, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

2 Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical or mental impairment and intended for use solely by such person are exempt.

(Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)



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3 A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.

#### 41 Heavy Duty Emissions

1 Directive [88/77/EEC](#) as last amended by Directive [91/542/EEC](#) Row B limit values.

2 Vehicles manufactured on or after 1st October 2001: Directive [88/77/EEC](#) as last amended by Directive [1999/96/EC](#) Row A limit values.

3 Vehicles manufactured on or after 1st October 2006: Directive [88/77/EEC](#) as last amended by Directive [1999/96/EC](#) Row B1 limit values.

4 Vehicles manufactured on or after 1st October 2009: Directive [88/77/EEC](#) as last amended by Directive [1999/96/EC](#) Row B2 limit values.

5 Complete or completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No [595/2009](#) Annex I limit values.

#### 53 Frontal impact

Vehicles manufactured on or after 1st October 2003: Directive [96/79/EC](#), Annex II, paragraph 3.

1 Does not apply to vehicles approved to item 2.

2 In the case of a completed vehicle the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3 Modification of exhaust system length after the last silencer is permissible without any further test.

1 Category N<sub>1</sub> vehicles and vehicles with a maximum mass exceeding 2500kg are exempt.

2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3 For wheelchair accessible vehicles, and disabled person's vehicles, the vehicle is not required to comply in respect of an adaptation for a

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disabled person affecting the “frontal impact”. Evidence of compliance of the unadapted vehicle is required.

#### 54 Side impact

Vehicles manufactured on or after 1st October 2003: Directive [96/27/EC](#) **M108**

, Annex II, paragraph 3.

1 Does not apply to vehicles where the R point of the lowest seat is more than 700mm above the ground.

2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3 For wheelchair accessible vehicles, and disabled person's vehicles, the vehicle is not required to comply in respect of an adaptation for a disabled person affecting the “side impact”. Evidence of compliance of the unadapted vehicle is required.

#### 69 Electrical Safety

Vehicle: The technical provisions of UNECE Regulation 100.01.

##### Marginal Citations

**M101** OJ No. L 371, 19.12.1992, p. 1.

**M102** OJ No. L 76, 6.4.1970, p. 1 (English special edition: Series I Volume 1970(I) P. 171).

**M103** OJ No. L 100, 19.4.1994, p. 42.

**M104** OJ No. L 350, 28.12.1998, p. 1.

**M105** OJ No. L 341, 6.12.1990, p. 14.

**M106** OJ No. L 341, 6.12.1990, p. 1.

**M107** OJ No. L 178, 17.7.1996, p. 15.

**M108** OJ No. L 169, 8.7.1996, p. 1.

## PART 4 U.K.

### Requirements for other vehicles

##### Commencement Information

**I22** Sch. 2 Pt. 4 in force at 1.9.2020, see [reg. 1\(b\)](#)

**Changes to legislation:** The Road Vehicles (Approval) Regulations 2020 is up to date with all changes known to be in force on or before 02 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Column 1 Requirement	Column 2 Definitions and supplementary provisions	Column 3 Exemptions and modifications
<b>1 Noise</b>		
<p>The technical provisions of Annex I to Directive 70/157/EEC as last amended by Directive 1999/101/EC, or for vehicles for which an approval or test report has been issued prior to modification of the exhaust system, a <b>Stationary Noise Test</b> is permitted.</p>	<p>A “<b>Stationary Noise Test</b>” means—</p> <p>(a) a stationary test as defined in paragraphs 5.2.3.4.2 and 5.2.3.4.3 of Annex I to Directive 70/157/EEC with a noise limit value which must not exceed 99dB(A) at 0.5m, and</p> <p>(b) in the case of vehicles having a maximum permissible mass exceeding 2800kg fitted with a modified air brake system, a test report in accordance with Annex 6 to UNECE Regulation 51 (except that this shall not apply if proprietary air brake silencers are fitted).</p>	<p>1 Does not apply to category O vehicles.</p> <p>2 Directive 70/157/EEC, Annex I, paragraphs 5.3.1.1, 5.3.1.2 and 5.3.1.3 do not apply.</p> <p>3 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>4 If a vehicle is type approved in accordance with column 1 and the exhaust system is subsequently modified after the last silencer by not more than 2m in length, no further test is required.</p> <p>5 In the case of a mobile crane, Directive 70/157/EEC as amended by Directive 1999/101/EC applies and for point 5.2.2.1 of Annex I the following limit values are applicable—</p> <p>81 dB(A) for vehicles with an engine power of less than 75 kW;</p> <p>83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW;</p> <p>84 dB(A) for vehicles with an engine power of not less than 150 kW.</p>
<b>2 Light Duty Emissions</b>		
<p>1 Directive 70/220/EEC as last amended by Directive 94/12/EC, Annex I, paragraph 5.</p>	<p>“<b>OBD</b>” means On-Board Diagnostic systems as defined in paragraph 2.13 of Annex I to Directive 70/220/EEC or paragraph 9 of Article 3 to Regulation (EC) No 715/2007.</p>	<p>1 Does not apply to category M<sub>3</sub>, N<sub>3</sub> or O vehicles.</p> <p>2 Vehicles of category M<sub>2</sub> are excepted from the requirements of <b>OBD</b>.</p>
<p>2 Vehicles manufactured on or after 1st January 2001: Directive 70/220/EEC as last amended by Directive 98/69/EC, Annex I.</p>		
<p>3 Vehicles manufactured on or after 1st January 2006:</p>		<p>3 Does not apply to vehicles approved to item 41.</p>

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Directive [70/220/EEC](#) as last amended by Directive [98/69/EC](#) Annex I, paragraph 5 (Row B limits).

4 Vehicles manufactured on or after 1st September 2012: Regulation [\(EC\) No 715/2007](#), Annex I, Table 1.

5 Vehicles manufactured on or after 1st September 2016: Regulation [\(EC\) No 715/2007](#), Annex I, Table 2.

6 Vehicles manufactured on or after 1st March 2020: Commission Regulation (EU) 2017/1151 (WLTP).

4 Modification of exhaust system length after the last silencer is permissible without any further test.

5 In the case of a completed vehicle, the requirements according to the category and date of completion of the base or incomplete vehicles based on maximum mass may apply.

6 An approval issued to the most representative base vehicle irrespective of change in reference weight or aerodynamic performance.

7 In the case of armoured vehicles exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

### 3AFuel Tanks

1 The technical provisions of paragraphs 5 and 6 of Annex I to Directive [70/221/EEC](#) as last amended by Directive [2006/20/EC](#).

In the case of fuel tanks other than tanks for gaseous fuels—  
(a) tanks must comply with the requirements given in column 1 except that the approval or test report need not be for the same vehicle type, and  
(b) modifications to the pipework or relocation of a tank excluding modification of the tank, the cap/filler device or the venting device, may be accepted by the approval authority.

2 For vehicles using gaseous fuels:  
UNECE Regulation 67.01 for LPG,

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UNECE Regulation 110 for CNG,  
UNECE Regulation 115 for LPG or CNG retro-fit, or the technical provisions of Regulation (EC) No 79/2009 or UNECE Regulation 134 for hydrogen.

### 3BRear Protective Devices

1 The technical provisions of paragraph 5 of Annex II to Directive 70/221/EEC as last amended by Directive 2006/20/EC. **“Installation Check”** means a check to confirm that the rear protective device as a separate technical unit is of a type—

The requirement in column 1 for a rear protective device does not apply to category O<sub>1</sub> or O<sub>2</sub> vehicles.

- (a) for which an approval or test report has been issued, or
- (b) which has been tested and witnessed by the approval authority, or
- (c) for which calculations have been submitted to the satisfaction of the approval authority,

together with a visual inspection that the device has been correctly installed in accordance with the technical requirements in paragraph 1 of column 1.

2 As an alternative to the installation requirements of paragraph 1 for a rear protective device fitted to a vehicle, an **Installation Check**.

### 4Rear Registration Plate Space

The technical provisions of Directive 70/222/EEC, or space must be provided for a registration plate meeting the requirements of the Road Vehicles (Display of Registration Marks) Regulations 2001.

### 5Steering Effort

The technical provisions of paragraphs 4 and 5 of Annex I to Directive 70/311/EEC as last amended by Directive 1999/7/EC, **“Manual or Power Assisted System”** means: a system that will operate in the event of failure of any power supply or assistance.

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or  
in the case of a **Manual or Power Assisted System**, and where an approval or test report has been issued for that system prior to its modification, a test will be conducted to ensure no obvious defect or undue stiffness is evident.

### 6Door latches and Hinges

The technical provisions of Directive [70/387/EEC](#) as last amended by Directive [2001/31/EC](#), Annex I, Paragraph 3, and where the maximum mass exceeds 7.5 tonnes, Annex III.

### 7Audible Warning

Component: An **“Installation Check”** 1 Does not apply to category Directive [70/388/EEC](#) as last means a check for the presence M<sub>2</sub>, M<sub>3</sub> or O vehicles. amended by Directive [87/354/EC](#) and operation of the device.

Vehicle: 2 In the case of an armoured vehicle—  
The technical provisions of paragraph 2 of Annex I to Directive [70/388/EEC](#) as last amended by Directive [87/354/EC](#),  
(a) exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply, and  
or  
(b) additional panic alarm devices are permitted.  
an **Installation Check**.

### 8Indirect Vision

Component: **“Installation Check”** means a 1 Does not apply to category O Directive [2003/97/EC](#) check that the devices required vehicles.

Vehicle: 2 Field of view requirements do not apply to optional mirrors.

1 The technical provisions of Directive [2003/97/EC](#) Annex III. so as to minimise the effects of vibration and that the field of view requirements are met.

2 N<sub>2</sub> and N<sub>3</sub> vehicles manufactured after 1st April 2016: the technical provisions of paragraph 15 of UNECE Regulation 46.04  
3 In the case of a completed vehicle, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

or  
an **Installation Check**.  
4 In the case of an armoured vehicle, exemption from one

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or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

5 The vehicle requirements in column 1 paragraph 2 do not apply to vehicles where any part of the Class V mirror is below 2.4m above the ground.

6 The requirements in column 1 paragraph 2 do not apply to vehicles where the incomplete vehicle is of a type that is type approved to Directive [2003/97/EC](#).

## 9Braking

1 The technical provisions of paragraph 2 of Annex I to Directive [71/320/EEC](#) as last amended by Directive [98/12/EC](#) and tests as defined in associated Annexes as may be applicable. A “**Park Brake Test**” means a test for category O<sub>2</sub> and (if fitted) O<sub>1</sub> trailers that the park brake meets the performance requirement of Directive [71/320/EEC](#), Annex II, paragraph 2.2.2. 1 Does not apply to category O<sub>1</sub> vehicles except where a braking system is fitted.

2 Category O<sub>2</sub> trailers and O<sub>1</sub> trailers fitted with an inertia type braking system may, as an alternative, comply with the following requirements—  
(a) technical reports to Directive [71/320/EEC](#), Annex VIII, Appendix 2 and 3;  
(b) a compatibility check to Annex VIII, Appendix 4;  
(c) the requirements of Annex I, paragraphs 2.2.2.9 and 2.2.2.10;  
(d) the technical requirements of Annex VIII, paragraphs 3.1, 3.2, 3.4 excluding drag force check;  
(e) a visual assessment to Annex VIII, paragraphs 4.1, and of the first sentence of paragraph 4.2;  
(f) a **Park Brake Test**. 2 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.  
3 In the case of a motor caravan, ambulance, or hearse, the requirements according to category of the base or incomplete vehicle based on maximum mass may apply.  
4 In the case of a mobile crane with more than 4 axles derogations are permitted provided that—  
(a) they are justified by the particular construction, and  
(b) all the braking performances relating to parking, service and secondary braking are fulfilled.

## 10Electro-magnetic Compatibility

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Component: Directive 72/245/EEC as last amended by Directive 2006/28/EC.

Vehicle: The technical provisions of Directive 72/245/EEC as last amended by Directive 2006/28/EC, section 6 of Annex I taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X, or an **Installation Check**.

“**Installation Check**” means a manufacturer's declaration that installed components are compliant with the requirements of column 1 and inspection of a sample of installed components as the approving authority deem necessary.

### 13 Anti-Theft and Immobiliser

<p>1 The technical provisions of Directive 74/61/EEC as last amended by Directive 95/56/EC.</p>	<p>Immobilisers must be approved as part of the base vehicles or as a Separate Technical Unit.</p>	<p>1 Does not apply to category O vehicles.</p>
<p>2 Optional panic alarm not forming part of an alarm system under paragraph 1 must comply with the following—</p> <p>(a) the alarm signal must be audible and in additional may include optical alarm devices or be a radio alarm, or any combination of the above;</p> <p>(b) the technical requirements of Directive 74/61/EEC as last amended by Directive 95/56/EC, Annex VI, Part II, paragraphs 8.2 to 8.8.9, 9.1.2 to 9.2.1, 9.2.3 to 9.4, 9.6, 9.9 to 9.10, and 9.11.2 to 11 inclusive;</p> <p>(c) unsettling the panic alarm must immediately cut the alarm signal.</p>	<p>Alarms, except those under column 1 paragraph 2, must be approved as part of the base vehicle or as a separate technical unit.</p> <p>An “<b>Installation Check</b>” means an inspection of installed components as the approving authority deems necessary, and in the case of an Immobiliser or Alarm system a completed installation certificate except that a panic alarm fitted in accordance with column 1, paragraph 2, a test report is required.</p>	<p>2 The provisions of column 1 apply only to the extent that a device to prevent unauthorised use, immobiliser, alarm system or panic alarm is fitted.</p> <p>3 In the case of devices to prevent unauthorised use, an immobiliser or alarm system the manufacturer may issue a declaration of the device(s) fitted and that they comply with column 1, and in such case an <b>Installation Check</b> will be conducted.</p> <p>4 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p>

### 15 Seat Strength

<p>The technical provisions of Directive 74/408/EEC as last amended by Directive 2005/39/EC.</p>	<p>1 Does not apply to category O vehicles.</p> <p>2 In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle, the requirements in column 1 do not apply to seats</p>	
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intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

4 The provisions of paragraph 2 of Article 1 to Directive [2005/39/EC](#) do not apply.

5 The testing of seat anchorages need not be performed provided that the vehicle is designed to meet the strength characteristics equivalent to those needed to satisfy the requirements of this item.

## 17 Speedometer and Reverse Gear

The technical provisions of Directive [75/443/EEC](#) as last amended by Directive [97/39/EC](#), Annex I and Annex II, paragraphs 4.1 and 4.2.

1 Does not apply to category O vehicles.

2 This requirement does not apply to a vehicle fitted with a tachograph if the tachograph provides adequate visual indication of speed to the driver.

## 18 Plates (statutory)

The technical provisions of Directive [76/114/EEC](#) as last amended by Directive [78/507/EEC](#), and where the vehicle is the subject of a multi-stage build a plate is required on completion of each stage as appropriate.

## 19 Seat Belt Anchorages

The technical provisions of Directive [76/115/EEC](#) as last amended by Directive [2005/41/EC](#).

1 Does not apply to category O vehicles.

2 Does not apply to category M<sub>2</sub> (Class A, I or II) or M<sub>3</sub> (Class A, I or II) vehicles except where seat belt anchorages are fitted.

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3 In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

4 In the case of a motor caravan, ambulance, or hearse, at least anchorages for lap belts are required for all rear seating positions.

5 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

6 In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

7 Paragraph 5 of Annex I to Directive [76/115/EEC](#) does not apply to a vehicle provided that the anchorages are designed to meet the strength characteristics equivalent to those needed to satisfy the requirements of that paragraph.

## **20 Installation of Lighting and Light Signalling Devices**

The technical provisions of UNECE Regulation 48.03; and Dipped beam headlamps must be suitable for left hand rule of the road traffic.

1 The requirements in column 1 are limited to the installation of approved components as appropriate to the location, of the requisite number, installed in the specified positions, with the required geometric visibility and that operate in accordance

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with the technical requirements in column 1.

2 In the case of a motor caravan, ambulance, hearse, armoured vehicle, mobile crane, or other special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply provided that all mandatory lighting devices are fitted and except in the case of a mobile crane, that the geometric visibility is not affected.

3 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply to the cab.

4 Optional lamps meeting the technical requirements applicable to equivalent mandatory devices (except where specified otherwise) may be fitted, in addition to the mandatory and optional devices permitted by UNECE Regulation 48.03, as follows—  
(a) two additional dipped beam headlamps forming a matched pair with electrical connections that permit only one pair to operate at any one time and fitted to—

(i) a vehicle intended for use in both left hand and right hand rule of the road traffic and in which case one pair must meet the requirements for right hand rule of the road traffic, or

(ii) a special purpose vehicle designed for use with equipment that may obstruct the mandatory devices and

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fitted at a height not exceeding 1800mm,

(b) any number of—

(i) front position lamps,

(ii) rear position lamps,

(iii) stop lamps of category S1 or S2,

(iv) end outline marker lamps,

(v) rear retro-reflectors, or

(vi) front retro-reflectors,

for which the requirements for position and geometric visibility do not apply, and

(c) two rear direction indicator lamps.

5 The mandatory requirements of UNECE Regulation 48.03, paragraph 6.18.1 do not apply to trailers constructed for the carriage and launching of boats.

6 Amber side marker lamps may be wired to flash, provided that this flashing is in phase and at the same frequency with the direction indicator lamps at the same side of the vehicle.

7 The requirement of paragraphs 6.5.4.2 and 6.5.5 of UNECE Regulation 48.03 do not apply to any optional rear direction indicator lamps.

## **21Retro Reflectors, Rear Marker Plates and Conspicuity Markings**

1 For retro reflectors:

UNECE Regulation 3 or  
UNECE Regulation 150.

2 For conspicuity markings:

UNECE Regulation 104.

The fitting of conspicuity markings is optional for category M<sub>2</sub>, M<sub>3</sub>, O<sub>1</sub> or O<sub>2</sub> vehicles.

## **22End-outline, Front-Position (side), Rear-Position (side), Stop, Side Marker, Daytime Running Lamps**

UNECE Regulation 7 or  
UNECE Regulation 148.

## **23Direction Indicators**

UNECE Regulation 6 or  
UNECE Regulation 148.

## **24Rear registration Plate Lamps**

UNECE Regulation 4 or  
UNECE Regulation 148.

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## 25 Headlamps (including bulbs)

UNECE Regulation 8, UNECE Regulation 20, UNECE Regulation 31, UNECE Regulation 98, UNECE Regulation 112, UNECE Regulation 123 or UNECE Regulation 149.

Does not apply to category O vehicles.

## 25A Cornering Lamps (where fitted)

UNECE Regulation 119 or UNECE Regulation 149.

Does not apply to category O vehicles.

## 26 Front Fog Lamps (where fitted)

UNECE Regulation 19 or UNECE Regulation 149.

Does not apply to category O vehicles.

## 27 Towing Hooks

The technical provisions of “**Installation Check**” means a check to confirm the presence of towing hooks and that towing hooks are securely attached to major structural aspects of the vehicle.

or

an **Installation Check**.

1 Does not apply to category O vehicles.

2 In the case of an armoured vehicle, mobile crane, or other special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

3 In the case of a motor caravan, ambulance, or hearse, the requirements apply only to the front of the vehicle.

## 28 Rear fog Lamps

UNECE Regulation 38 or UNECE Regulation 148.

## 29 Reversing Lamps

UNECE Regulation 23 or UNECE Regulation 148.

Does not apply to category O<sub>1</sub> vehicles except where fitted.

## 30 Parking Lamps (where fitted)

UNECE Regulation 7 or UNECE Regulation 148.

Does not apply to category O vehicles.

## 31 Seat Belts

The technical provisions of Directive [77/541/EEC](#) as last

1 Does not apply to category O vehicles.

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amended by Directive [2005/40/EC](#).

2 In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram of a sign with appropriate text.

3 In the case of a motor caravan, ambulance, or hearse, at least lap belts are required for all rear seating positions.

4 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

5 In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

6 Seat belts which have been specifically designed or adapted for use by an adult or young person suffering from some physical or mental impairment and intended for use solely by such person are exempt.

(Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)

7 Vehicles constructed or adapted for the secure transport of prisoners are required to be fitted with seat belts for the driver's and any front passenger's seat. Any other optional seat belts fitted must also comply.

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8 A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.

### 33 Identification of Controls, Tell-tales and Indicators

The technical provisions of paragraph 5 of Annex I to Directive [78/316/EEC](#) as last amended by Directive [94/53/EC](#).

Does not apply to category O vehicles.

### 34 Defrost/Demist

Vehicles shall be fitted with an **adequate** defrosting and demisting device.

“**Adequate**” means: sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

Does not apply to category O vehicles.

### 35 Wash/Wipe

Vehicles shall be fitted with **adequate** washing and wiping devices.

“**Adequate**” means: sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

Does not apply to category O vehicles.

### 36 Heating Systems (if fitted)

1 The technical provisions of: Directive [2001/56/EC](#) as last amended by Directive [2006/119/EC](#), paragraph 3 of Annex II, and Annexes III, VII and VIII.

“**Installation Check**” means an inspection to confirm compliance with the installation requirements of column 1.

2 Combustion heaters: the provision of paragraph 1 may be met by an approval or test report for the device and an **Installation Check**.

### 41 Heavy Duty Emissions

1 Directive [88/77/EEC](#) as last amended by Directive [91/542/EEC](#) Row B limit values.

1 Does not apply to category O vehicles.

2 Vehicles manufactured on or after 1st October 2001: Directive [88/77/EEC](#) as last

2 N2 vehicles with reference mass not exceeding 2610kg manufactured after 1st January

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amended by Directive [1999/96/EC](#) Row A limit values.

3 Vehicles manufactured on or after 1st October 2006; Directive [88/77/EEC](#) as last amended by Directive [1999/96/EC](#) Row B1 limit values.

4 Vehicles manufactured on or after 1st October 2009; Directive [88/77/EEC](#) as last amended by Directive [1999/96/EC](#) Row B2 limit values.

5 Complete or completed vehicles manufactured on or after 1st September 2018; Regulation (EC) No [595/2009](#) Annex I limit values.

2012 must comply with Regulation (EC) No [715/2007](#).

3 Does not apply to vehicles approved under item 2.

4 Modification of exhaust system length after the last silencer is permissible without any further test.

5 In the case of a completed vehicle, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

6 In the case of—  
 (a) mobile cranes which have an engine meeting the technical requirements of Regulation (EU) No [2016/1628](#), or  
 (b) vehicles designed to tow combinations exceeding 200 tonnes which have an engine meeting the technical requirements of Regulation (EU) No [2016/1628](#), compliance with Regulation (EU) No [2016/1628](#) can be accepted.

#### 42 Lateral Protection (Side Guards)

The technical provisions of paragraphs 1 to 4 of Directive [89/297/EEC](#).

1 Does not apply to category M<sub>2</sub>, M<sub>3</sub>, O<sub>1</sub> or O<sub>2</sub> vehicles.

2 Tests are not required where the device is designed to meet the strength characteristics specified in column 1.

#### 43 Spray Suppression Systems

Component:  
 Directive [91/226/EEC](#)

“**Installation Check**” means a check to confirm that approved devices are fitted and installed in accordance with the directive.

1 Does not apply to category M<sub>2</sub>, M<sub>3</sub>, O<sub>1</sub> or O<sub>2</sub> vehicles or to category N<sub>2</sub> vehicles with a maximum mass not exceeding 7.5 tonnes.

Vehicle:  
 The technical provisions of Directive [91/226/EEC](#),

2 Except where fitted, the requirements do not apply to off-road vehicles as defined



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or  
an **Installation Check**

in Directive [2007/46/EC](#), or vehicles in which the presence of spray-suppression devices is incompatible with their use.

#### 45 Safety Glass

Component:  
UNECE Regulation 43.00.

1 UNECE Regulation 43.00, Annex 21, paragraphs 4.1.2 and 4.1.3 do not apply provided that driver's forward vision is not distorted and that light transmission of at least 70% is maintained.

Vehicle:  
The technical provisions of UNECE Regulation 43.00, Annex 21.

2 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3 In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle, the requirements for all window glazing, other than the driver's cab glazing (windshield and side glazing), the material may be either safety glass or rigid plastic glazing.

4 This item does not apply to armoured vehicles.

#### 46 Tyres

Component:  
Directive [92/23/EEC](#) as last amended by Directive [2005/11/EC](#).

“**Installation Check**” means a check to ensure that all tyres (except those that are not accessible) are marked in accordance with the directive including the appropriate speed and load ratings for their particular axle locations and the intended use of the vehicle.

Vehicle:  
The technical provisions of Directive [92/23/EEC](#) as last amended by Directive [2005/11/EC](#),  
or  
an **Installation Check**

1 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2 In the case of an armoured vehicle, or mobile crane, save as required by paragraph 3, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

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3 In the case of a mobile crane the provision in paragraph 2 above applies on condition that the requirements in ISO 10571 – 1995 (E) or ETRTO Standards Manual 1998 are fulfilled.

#### 47Speed Limiters

Component: Directive 92/24/EC as last amended by Directive 2004/11/EC. “**Installation Check**” means a check for presence, component approval markings and the set speed which must be indicated on a place in a conspicuous position in the driver's compartment. Does not apply to category O vehicles.

Vehicle: The technical provisions of sections 1, 2 and 7 of Annex I to Directive 92/24/EC as last amended by Directive 2004/11/EC, or an **Installation Check**.

#### 48Masses and Dimensions

The technical provisions of Directive 97/27/EC as last amended by Directive 2003/19/EC, section 7 of Annex I.

1 Directive 97/27/EC, Annex I, paragraphs 7.3.3, 7.5, 7.9, 7.10 and 7.11 do not apply. In the case of a vehicle of category M<sub>2</sub> or M<sub>3</sub> paragraph 7.3.3 is substituted by “maximum height 4.57m”.

2 Trailers for abnormal indivisible loads of exceptional length are exempt from Annex I, paragraph 7.3.1.

3 In the case of a semi-trailer which is designed to carry at least two other wheeled vehicles, in Annex I—

(a) paragraph 7.3.1.4.1 is to be read as though, for “the limit laid down in section 1.6 of Annex I to Directive 96/53/EC”, there were substituted “12.5m ”,

(b) paragraph 7.3.1.4.2 is to be read as though, for “2,04 m as per section 4.4 of Annex I to Directive 96/53/EC”, there were substituted “4.19m ”.

4 Exemption from Annex I, paragraph 7.6:

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abnormal indivisible load vehicle,  
a semi-trailer low loader, or  
a semi-trailer step-frame low loader.

5 In the case of a semi-trailer being a trailer designed to carry at least two other wheeled vehicles, Annex I, paragraph 7.6 applies save that any part of the semi-trailer forward of the transverse plane passing through the king pin may be ignored.

6 Vehicles complying with the Road Vehicles (Authorisation of Special Types)(General) Order 2003 or the Motor Vehicles (Authorisation of Special Types) Order (Northern Ireland) 1997 are exempt from any of the provisions in column 1 which they are unable to comply with due to their special purpose.

7 For the purpose of Directive [97/27/EC](#), Annex I, paragraph 2.4.1, the items specified also include—

(a) any plate, whether rigid or movable, fitted to a trailer constructed for the purpose of carrying other vehicles and designed to bridge the gap between the trailer and a motor vehicle constructed for that purpose and to which the trailer is designed to be attached such that vehicles carried on it may be moved from the trailer to the motor vehicle or more the motor vehicle to the trailer;

(b) any part of a trailer designed primarily for use as a means of attaching it to another vehicle and any fitting designed for use in connection with any such part.

8 For the purpose of Directive [97/27/EC](#), Annex I, paragraph 2.4.2, the items specified shall

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also include safety railings mounted on a vehicle designed to carry at least two other wheeled vehicles, provided that the safety railings are more than 2m above the ground and the overall width including safety railings does not exceed 2.70m.

9 In paragraph 7.4.3.3.1 of Annex I to Directive [97/27/EC](#), for the mass representing a wheelchair and user of 250kg substituted 100kg.

10 Directive [97/27/EC](#), Annex I, paragraph 7.6 does not apply to a motor vehicle having 4 or more axles where the distance between the foremost and rearmost axles exceeds 6.4 metres.

#### 49 External Projection of Cabs

The technical provisions of sections 3 and 4 of Annex I to Directive [92/114/EEC](#).

1 Does not apply to category M<sub>2</sub>, M<sub>3</sub> or O vehicles.

2 In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

#### 50 Couplings (if fitted)

Component:  
Directive [94/20/EC](#)

“**Installation Check**” means: 1 For the purpose of confirmation that the components meet the technical requirements of column 1 and are appropriately “e” / “E” [“<sup>F7</sup>” or “g” / “n”] marked and securely installed in accordance with supporting information provided by the vehicle manufacturer.

1 For the purpose of Directive [94/20/EC](#), Annex VII, paragraph 1.1, vehicles fitted with Class A couplings shall be assumed to tow a mass of 3500kg.

2 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

Vehicle:  
The technical provisions of Annex VII to Directive [94/20/EC](#),  
or  
an **Installation Check**.

#### 51 Flammability

**Changes to legislation:** The Road Vehicles (Approval) Regulations 2020 is up to date with all changes known to be in force on or before 02 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

The technical provisions of **“Installation Check”** means a manufacturer's declaration of compliance with supporting documentary evidence and inspection compliance checks as may be necessary.

1 Does not apply to category M<sub>2</sub>, N<sub>2</sub>, N<sub>3</sub> or O vehicles.

2 Column 1 does not apply to category M<sub>3</sub> vehicles except vehicles of Class III as defined in Directive 2001/85/EC.

3 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass shall apply to the cab.

## 52 Buses and Coaches

1 All vehicles: The technical provisions of UNECE Regulation 107.02 excluding Annex 8. **“Vehicle of Class III”** means a vehicle of Class III specially designed for the carriage of school children;

1 Does not apply to category N<sub>2</sub>, N<sub>3</sub> or O vehicles.

2 Vehicles of Class I: The technical provisions of UNECE Regulation 107.02, Annex 8. **“Table 2”** means the table at the end of this Part.

2 Does not apply to vehicles for the secure transport of persons.

3 Vehicles other than Class 1—  
(a) if fitted with accommodation for a wheelchair the vehicle must comply with the technical provisions of paragraphs 3.6 and 3.8 of Annex 8 to UNECE Regulation 107.02;  
(b) if fitted with a boarding aid the vehicle must comply with the technical provisions of paragraph 3.11 of Annex 8 to UNECE Regulation 107.02.

3 Vehicles of Class I, II or III: As an alternative to UNECE Regulation 107.02, Annex 3, paragraph 7.6.1.14 the upper deck gangway must be connected by one or more intercommunication staircases to the access passageway of a service door or to the lower deck gangway within 3m of a service door.

4 Vehicles of Class A or B: As an alternative to UNECE Regulation 107.02, Annex 3, paragraph 7.11.3.1 a vehicle may be fitted with handrails or handholds on at least one side and in the case of double doors this requirement may be met by a central stanchion or handrail.

5 Vehicles of Class I, as an alternative to column 1, paragraph 2, may comply with the Public Service Vehicles (Accessibility) (Northern Ireland) Regulations 2003, Schedules 1 and 2.

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6 Requirements that are not compatible with the intended use do not apply to vehicles containing seating for use only while the vehicle is stationary.

7 In the case of armoured vehicles, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

8 In the case of a **vehicle of Class III**, Annex 3 to UNECE Regulation 107.02 is amended as follows—

(a) for “225m” in paragraphs 7.7.8.1.1.2 and 7.7.8.1.2.2 substitute “200mm”,

(b) for “680mm” in paragraph 7.7.8.4.1 substitute “650mm”, and

(c) for “400mm” in paragraph 7.7.8.2.2 substitute “350mm”.

9 Paragraph 7.4 of Annex 3 to UNECE Regulation 107.02 does not apply to—

(a) a vehicle of Class B fitted with no more than 16 passenger seats, or

(b) any other single deck vehicle fitted with a vehicle stability function for which an approval has been issued in accordance with UNECE Regulation 13.11.

10 Vehicles of Class A & B: The frontal barrier collision test in 7.6.7.2 of Annex 3 to UNECE Regulation 107.02 does not apply to a vehicle in which all passengers have access to at least two doors, being either a service door or an emergency door, one of which is not a sliding door.

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11 A door other than a service door, may be fitted to the offside of a vehicle.

12 UNECE Regulation 107.02, Annex 3, paragraph 7.6.7.6. In the case of—

(a) manually operated sliding door fitted with a slam lock of the two stage type, the activation of the device may be by movement of the door itself;

(b) a nearside rear door forming part of a pair of doors fitted at the rear of the vehicle, the requirements do not apply if that door is capable of being held securely closed by the other door of that pair.

13 Vehicles of Class I, II or III may, as an alternative to the table in UNECE Regulation 107.02, Annex 3, paragraph 7.6.1.1, meet the requirements of **Table 2**.

14 Vehicles of Class B fitted with more than one wheelchair space: in the case of a second and subsequent wheelchair spaces, the space must not be less than 700mm wide and 1200mm long.

15 The test requirements of paragraph 3.8 of Annex 8 to UNECE Regulation 107.02 do not apply if the vehicle is designed to meet the strength characteristics equivalent to those needed to satisfy the requirements of those paragraphs.

## 57 Front Underrun Protection

1 The technical provisions of section 3 of Annex II to Directive [2000/40/EC](#). “**Installation Check**” means a check to confirm that the device is approved or of the type tested and has been correctly installed. Does not apply to category M<sub>2</sub>, M<sub>3</sub> or O vehicles.

2 A device for which an approval or test report has been issued or a test has been witnessed by the approval authority with respect to the

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requirements of paragraph 1 or 2,  
and  
an **Installation Check**.

### **65AEBS**

The technical provisions of Regulation (EU) No 347/2012 or UNECE Regulation 131.

1 A completed vehicle where the complete or incomplete vehicle it is based upon was manufactured before 1st September 2018.

2 A complete vehicle which was manufactured before 1st September 2018.

3 A completed vehicle where the complete or incomplete vehicle upon which it is based has a gross weight of not more than 8 tonnes or has hydraulic brakes or is not equipped with pneumatic rear suspension; and was manufactured before 1st November 2020.

4 A complete vehicle which has a gross weight of not more than 8 tonnes or has hydraulic brakes or is not equipped with pneumatic rear suspension; and which was manufactured before 1st November 2020.

5 The exemptions listed in Article 1 of Regulation EU No 347/2012.

6 Completed vehicles based on a complete or incomplete vehicle of category N<sub>1</sub> or M<sub>1</sub>.

7 Vehicles built by a manufacturer which made fewer than 1,000 chassis and unitized bodies in the previous calendar year.

### **66LDWS**

The technical provisions of Regulation (EU) No 351/2012 or UNECE Regulation 130.

1 A completed vehicle where the complete or incomplete vehicle it is based upon was manufactured before 1st September 2018.



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- 2 A complete vehicle which was manufactured before 1st September 2018.
- 3 The exemptions listed in Article 1 of EU Regulation No 351/2012.
- 4 Completed vehicles based on a complete or incomplete vehicle of category N<sub>1</sub> or M<sub>1</sub>.
- 5 Vehicles built by a manufacturer which made fewer than 1,000 chassis and unitized bodies in the previous calendar year.

## 69Electrical Safety

Vehicle:

The technical provisions of UNECE Regulation 100.01.

### Textual Amendments

- F7** Words in Sch. 2 Pt. 4 table inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), **19(b)**

## U.K.

The following table may be used as an alternative to the Table 7.6.1.1 in Annex 3 of UNECE Regulation 107.02 (minimum number of service doors).

**Table 2**

<i>Number of passengers</i>	<i>Number of Service Doors</i>		
	<i>Class I and A</i>	<i>Class II</i>	<i>Class III and B</i>
9 - 45	1	1	1
46 - 70	2	1	1
71 - 100	2 <sup>1</sup>	2	1
> 100	4	3	1

<sup>1</sup> Indicates that the requirement differs from that of UNECE Regulation 107.02.

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## SCHEDULE 3 U.K.

Regulations 23 and 26

## Alternative requirements for the purposes of regulations 23 and 26

1.—(1) For the purposes of regulations 23 and 26, the alternative conditions apply if either of the cases specified in paragraph 2 applies.

(2) The alternative conditions are that—

(a) where—

(i) (in the case of a large trailer) the application for consent, or

(ii) (in the case of a small trailer) the supply,

is in consequence of the importation of the trailer from a place outside the United Kingdom, any value added tax or customs duty charged on or arising from its removal into the United Kingdom has been or will be paid or remitted, and

(b) there is otherwise no lawful reason (whether or not arising from a breach of these Regulations) for refusing to give consent.

**Commencement Information**

**I23** Sch. 3 para. 1 in force at 1.9.2020, see reg. 1(b)

2. The cases are as follows—

(a) Case 1—

(i) the trailer is manufactured in one stage, and

(ii) its manufacture is completed not later than 29th July 2012;

(b) Case 2—

(i) the trailer is manufactured in more than one stage, and

(ii) its manufacture is completed not later than 29th July 2013.

**Commencement Information**

**I24** Sch. 3 para. 2 in force at 1.9.2020, see reg. 1(b)

3. The alternative information for the purposes of regulation 26 is—

(a) the name and address and (if any) the company registration number of the manufacturer,

(b) the manufacturer's designation (make and model) of the trailer,

(c) the month and year when manufacture of the vehicle was completed,

(d) the vehicle identification number (VIN),

(e) the date of supply, and

(f) the name and address of the purchaser.

**Commencement Information**

**I25** Sch. 3 para. 3 in force at 1.9.2020, see reg. 1(b)

SCHEDULE 4 **U.K.**

Regulation 29(1)

Offences, penalties, enforcement and other matters

**PART 1** **U.K.**

Offences

**Offences and defences** **U.K.**

- 1.—(1) A person commits an offence if—
- (a) that person supplies a recordable trailer,
  - (b) the trailer is supplied for use on a road, and
  - (c) none of the conditions specified in sub-paragraph (2) is met.
- [<sup>F8</sup>(2) The specified conditions are that—
- (a) where the trailer is to be kept or normally kept at a place in Great Britain, one of the following has effect with respect to the trailer—
    - (i) a certificate of conformity issued under regulation 16(7) relating to—
      - (aa) a GB small series type-approval,
      - (bb) a UK (NI) national small series type-approval, or
      - (cc) a national small series type-approval issued by the Secretary of State before IP completion,
    - (ii) an individual vehicle approval issued under regulation 27(10) of the Road Vehicle (Approval) Regulations 2009 or regulation 18(10) of these Regulations, whether that approval—
      - (aa) is an individual vehicle approval issued by the Secretary of State before IP completion day, or
      - (bb) is a GB individual vehicle approval or a UK (NI) national individual vehicle approval,
    - (iii) a GB certificate of conformity issued in relation to a GB type-approval,
    - (iv) an EU certificate of conformity issued in relation to an EU type-approval granted by the Secretary of State under the Road Vehicles (Approval) Regulations 2009 or under these Regulations,
    - (v) an EU certificate of conformity issued in relation to an EU type-approval granted by a member State under the EU Type Approval Regulation or [Directive 2007/46/EC](#) of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles as implemented in the law of that member State, provided that the trailer to which the approval relates—
      - (aa) was in the United Kingdom before 1st January 2023, or
      - (bb) is a qualifying Northern Ireland good, or
    - (vi) a certificate of conformity issued under section 57 of the Road Traffic Act 1988, or
  - (b) where the trailer is to be kept, or normally kept at a place in Northern Ireland, one of the following has effect with respect to the trailer—

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- (i) a certificate referred to in sub-paragraph (a)(i)(bb) or (cc), (ii) (except for a GB individual vehicle approval), or (iv), or
- (ii) an EU certificate of conformity issued in relation to an EU type-approval granted by a member State under the EU Type Approval Regulation or [Directive 2007/46/EC](#) as implemented in the law of that member State.]

(3) A person commits an offence if, at a time when there is no relevant consent in effect with respect to a large trailer, that person—

- (a) supplies that large trailer for use on a road,
- (b) uses that large trailer on a road, or
- (c) causes or permits that large trailer to be used on a road.

(4) A person commits an offence if that person contravenes any requirement in paragraph (1) or (3) of regulation 25.

(5) A person commits an offence if that person—

- (a) contravenes any other prohibition in these Regulations, the Type Approval Regulation [<sup>F9</sup>, the EU Type Approval Regulation] or the legislation listed in Schedule 5, or
- (b) fails to comply with any requirement or obligation in these Regulations, the Type Approval Regulation [<sup>F10</sup>, the EU Type Approval Regulation] or the legislation listed in Schedule 5.

[<sup>F11</sup>(5A) It is a defence for a person charged with an offence under sub-paragraph (1), to show that, at the time when the trailer was supplied—

- (a) if the condition in sub-paragraph (2)(a) is not satisfied, there was reasonable cause to believe that the trailer would not be kept, or normally kept, at a place in Great Britain, or
- (b) if the condition in sub-paragraph (2)(b) is not satisfied, there was reasonable cause to believe that the trailer would not be kept, or normally kept, at a place in Northern Ireland.

(5B) It is a defence for a person charged with an offence under sub-paragraph (3), to show that, at the time when the trailer was supplied or used, as the case may be, a goods vehicle test certificate issued under the following Regulations was in force in relation to the trailer—

- (a) the Goods Vehicle (Plating and Testing) Regulations 1988, in the case of a trailer being used in Great Britain without a relevant consent, or
- (b) the Goods Vehicle (Testing) Regulations (Northern Ireland) 2003, in the case of a trailer being used in Northern Ireland without a relevant consent.]

(6) It is a defence for a person charged with an offence under sub-paragraph (3)(b) or (c) to show that—

- (a) the trailer is an incomplete vehicle, is not carrying goods and is being towed to a place where a further stage of manufacture is to take place,
- (b) the trailer is to be exported and is being towed to a place from where it is to be taken out of the United Kingdom,
- (c) the trailer is being used solely for the purpose of—
  - (i) submitting it (by previous arrangement at a specified time) for a statutory inspection or test, or
  - (ii) bringing it away from any such inspection or test, or
- (d) the trailer is operated from a base in a country outside the United Kingdom and either—
  - (i) the trailer is registered in that country, or
  - (ii) it is shown that the trailer has its principal base there.

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(7) It is a defence for a person charged with an offence under sub-paragraph (1) or (3)(a) to show that, at the time when the trailer was supplied, there was reasonable cause to believe that the trailer would not be used on a road otherwise than in circumstances specified in sub-paragraph (6) (a), (b), or (c).

(8) For the purposes of this paragraph, a trailer is a recordable trailer if it is a relevant vehicle other than—

- (a) a trailer falling within regulation 25(2)(a) or (b), or
- (b) a trailer to which the alternative conditions in Schedule 3 apply.

(9) In this paragraph—

“relevant consent” means consent given under regulation 23(3);

“relevant vehicle” has the meaning given in regulation 23(8);

“statutory inspection or test” means an inspection or test carried out under or pursuant to—

- (a) the Type Approval Regulation,
- (ab) [<sup>F12</sup>the EU Type Approval Regulation,]
- (b) these Regulations,
- (c) the Goods Vehicles (Plating and Testing) Regulations 1988, or
- (d) the Goods Vehicles (Testing) Regulations (Northern Ireland) 2003.

#### Textual Amendments

- F8** Sch. 4 para. 1(2) substituted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), **20(a)**
- F9** Words in Sch. 4 para. 1(5)(a) inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), **20(b)**
- F10** Words in Sch. 4 para. 1(5)(b) inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), **20(b)**
- F11** Sch. 4 para. 1(5A)(5B) inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), **20(c)**
- F12** Words in Sch. 4 para. 1(9) inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), **20(d)**

#### Commencement Information

- I26** Sch. 4 para. 1 in force at 1.9.2020, see [reg. 1\(b\)](#)

### Offences by bodies corporate and partnerships **U.K.**

2.—(1) If an offence under these Regulations committed by a body corporate is proved to have been committed with the consent or connivance of, or to be attributable to neglect on the part of, an officer of the body corporate, or a person purporting to act as an officer of the body corporate, that officer or person (as well as the body corporate) commits the offence and is liable to be proceeded against and punished accordingly.

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(2) If the affairs of a body corporate are managed by its members, sub-paragraph (1) applies in relation to the acts and omissions of a member in connection with the member's functions of management as it applies to an officer of the body corporate.

(3) If an offence under these Regulations is—

- (a) committed by a Scottish partnership, and
- (b) proved to have been committed with the consent or connivance of, or to be attributable to neglect on the part of, a partner of the partnership,

the partner (as well as the partnership) commits the offence and is liable to be proceeded against and punished accordingly.

(4) In this paragraph “officer” in relation to a body corporate means a director, secretary or other similar officer of the body corporate.

#### Commencement Information

I27 Sch. 4 para. 2 in force at 1.9.2020, see reg. 1(b)

## PART 2 U.K.

### Penalties

#### Criminal penalties U.K.

3.—(1) A person who commits an offence under these Regulations is punishable on summary conviction—

- (a) in England and Wales by a fine or (in the case of an individual) by imprisonment for a term not exceeding three months, or by both, or
- (b) in Scotland or Northern Ireland by a fine not exceeding level 5 on the standard scale or (in the case of an individual) by imprisonment for a term not exceeding three months, or by both.

(2) But an offence is not punishable under this paragraph if—

- (a) the enforcement authority has required a person to pay a penalty in respect of that offence under paragraph 4, and
- (b) that penalty has been paid to the enforcement authority.

#### Commencement Information

I28 Sch. 4 para. 3 in force at 1.9.2020, see reg. 1(b)

#### Civil penalties U.K.

4.—(1) The enforcement authority may require a person to pay a penalty if the enforcement authority is satisfied, on a balance of probabilities, that the person has committed an offence mentioned in paragraph 1(1), (3), (4) or (5).

(2) But the enforcement authority may not require a person to pay a penalty if—

- (a) the person shows that there was a reasonable excuse for committing the offence, or
- (b) criminal proceedings have been instituted against the person in respect of the same offence.

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- (3) A penalty imposed under this paragraph may not exceed £50,000 per offence.
- (4) The penalty is payable to the enforcement authority on demand.

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**Commencement Information**

**I29** Sch. 4 para. 4 in force at 1.9.2020, see reg. 1(b)

**Notification of penalty decision** **U.K.**

**5.**—(1) If the enforcement authority decides to require a person to pay a penalty under these Regulations, the enforcement authority must give the person a penalty notice.

- (2) A penalty notice must—
  - (a) be in writing,
  - (b) state the enforcement authority's reasons for deciding to require the person to pay a penalty,
  - (c) state the amount of the penalty,
  - (d) specify the date on which it is given,
  - (e) specify the date, at least 28 days after the date specified in the notice as the date on which it is given, before which the penalty must be paid,
  - (f) specify how a penalty must be paid,
  - (g) include an explanation of the steps that the person may take if the person objects to the penalty (including specifying the manner and form in which any notice of objection must be given to the enforcement authority), and
  - (h) include an explanation of the steps the enforcement authority may take to recover any unpaid penalty.

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**Commencement Information**

**I30** Sch. 4 para. 5 in force at 1.9.2020, see reg. 1(b)

**Objection to penalty decision** **U.K.**

**6.**—(1) The recipient of a penalty notice (the “recipient”) may object to the penalty notice by giving a notice of objection to the enforcement authority.

- (2) A notice of objection must—
  - (a) give the reasons for the objection,
  - (b) be given to the enforcement authority in the manner and form specified in the penalty notice, and
  - (c) be given before the end of the period of 28 days beginning with the date specified in the penalty notice as the date on which it is given.
- (3) Where the enforcement authority receives a notice of objection, the enforcement authority must consider it and—
  - (a) cancel the penalty,
  - (b) reduce the penalty,
  - (c) increase the penalty, or
  - (d) determine not to alter the penalty.

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(4) After reaching a decision as to how to proceed under sub-paragraph (3), the enforcement authority must notify the recipient of the decision in writing.

(5) A notification under sub-paragraph (4) must be given before the end of the period of 70 days beginning with the date specified in the penalty notice as the date on which it is given, or such longer period as the enforcement authority may agree with the recipient.

(6) A notification under sub-paragraph (4), other than one notifying the recipient that the enforcement authority has decided to cancel the penalty, must—

- (a) state the amount of the penalty following the enforcement authority's consideration of the notice of objection,
- (b) state the enforcement authority's reasons for the decision under sub-paragraph (3),
- (c) specify the date, at least 28 days after the date on which the notification is given, before which the penalty must be paid,
- (d) specify how the penalty must be paid,
- (e) include an explanation of the recipient's rights of appeal, and
- (f) include an explanation of the steps the enforcement authority may take to recover any unpaid penalty.

(7) A notification under sub-paragraph (4) notifying the recipient that the enforcement authority has decided to cancel the penalty must state the enforcement authority's reasons for the decision under sub-paragraph (3).

#### Commencement Information

**I31** Sch. 4 para. 6 in force at 1.9.2020, see reg. 1(b)

#### Civil penalties: appeals **U.K.**

7.—(1) A person (the “appellant”) may appeal to the court against a decision to require the person to pay a penalty under these Regulations.

(2) An appeal may be brought only if the appellant has given a notice of objection and the enforcement authority has—

- (a) reduced the penalty under paragraph 6(3)(b),
- (b) increased the penalty under paragraph 6(3)(c), or
- (c) determined not to alter the penalty under paragraph 6(3)(d).

(3) An appeal must be brought within the period of 28 days beginning with the date on which the person is notified of the enforcement authority's decision on the notice of objection under paragraph 6(4).

(4) On appeal, the court may—

- (a) allow the appeal and cancel the penalty,
- (b) allow the appeal and reduce the penalty, or
- (c) dismiss the appeal.

(5) An appeal—

- (a) is to be a re-hearing of the enforcement authority's decision to impose a penalty, and
- (b) may be determined having regard to matters of which the enforcement authority was unaware.

(6) Sub-paragraph (5)(a) has effect despite any provision of rules of court.



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- (7) In this paragraph, a reference to “the court” is a reference—
- (a) in England and Wales, to the county court,
  - (b) in Scotland, to the sheriff, and
  - (c) in Northern Ireland, to a county court.
- (8) But—
- (a) the county court in England and Wales, or a county court in Northern Ireland, may transfer proceedings under this paragraph to the High Court, and
  - (b) the sheriff may transfer proceedings under this paragraph to the Court of Session.

**Commencement Information**

**I32** Sch. 4 para. 7 in force at 1.9.2020, see reg. 1(b)

## PART 3 U.K.

### Enforcement and other matters

#### Enforcement of penalty decision U.K.

**8.**—(1) This paragraph applies where a sum is payable to the enforcement authority as a penalty under these Regulations.

(2) In England and Wales the penalty is recoverable as if it were payable under an order of the county court in England and Wales.

(3) In Scotland the penalty may be enforced in the same manner as an extract registered decree arbitral bearing a warrant for execution issued by the sheriff court of any sheriffdom in Scotland.

(4) In Northern Ireland the penalty is recoverable as if it were payable under an order of a county court in Northern Ireland.

(5) Where action is taken under this paragraph for the recovery of a sum payable as a penalty under these Regulations, the penalty is—

- (a) in relation to England and Wales, to be treated for the purposes of section 98 of the Courts Act 2003 <sup>M109</sup> (register of judgments and orders etc.) as if it were a judgment entered in the county court;
- (b) in relation to Northern Ireland, to be treated for the purposes of article 116 of the Judgments Enforcement (Northern Ireland) Order 1981 <sup>M110</sup> (register of judgments) as if it were a judgment in respect of which an application has been accepted under article 22 or 23(1) of that Order.

**Commencement Information**

**I33** Sch. 4 para. 8 in force at 1.9.2020, see reg. 1(b)

**Marginal Citations**

**M109** 2003 c.39; section 98 has been amended by sections 48(1) and 106(2) of, and paragraph 55(1), (2), (3) (a) and (b) of Schedule 8 and paragraph 15 of Schedule 16 to, the [Tribunals, Courts and Enforcement Act 2007 \(c.15\)](#) and section 17(5) of, and paragraph 40(a) and (c) of Part 2 of Schedule 9 to, the [Crime](#)

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and Courts Act 2013 (c.22). Further amendments made by the Tribunals, Courts and Enforcement Act 2007 have yet to be brought into force.

**M110** S.I. 1981/226 (N.I. 6).

## Obstruction of officers and false statements **U.K.**

- 9.**—(1) A person must not—
- (a) intentionally obstruct an officer when acting in pursuance of any provision of these Regulations,
  - (b) intentionally fail to comply with any requirement properly made by an officer under any provision of these Regulations, or
  - (c) without reasonable cause, fail to give an officer any other assistance or information which the officer may reasonably require of that person for the purposes of the exercise of the officer's functions under any provision of these Regulations.
- (2) A person must not, in giving any information which is required of that person by virtue of sub-paragraph (1)(c)—
- (a) make any statement which the person knows is false in a material particular, or
  - (b) recklessly make a statement which is false in a material particular.

### Commencement Information

**I34** Sch. 4 para. 9 in force at 1.9.2020, see reg. 1(b)

## Powers of search, etc. **U.K.**

- 10.**—(1) Officers may exercise any of the powers set out in sub-paragraph (2) at all reasonable hours provided the officers—
- (a) identify themselves and produce authority in writing from the enforcement authority for the exercise by the officers of powers conferred on the authority by these Regulations, and
  - (b) state the purpose of the officers' actions and the grounds for undertaking them.
- (2) The powers referred to in sub-paragraph (1) are as follows—
- (a) an officer may for the purpose of ascertaining whether an offence under these Regulations has been committed—
    - (i) inspect any relevant products, and
    - (ii) enter any premises other than premises used wholly or mainly as a dwelling;
  - (b) if an officer has reasonable cause to suspect that an offence under these Regulations has been committed, the officer may, for the purpose of ascertaining whether it has been committed, require any person carrying on, or employed in connection with, a business to produce any records relating to the relevant products and the officer may take copies of those records or any part of them;
  - (c) if an officer has reasonable cause to suspect that an offence under these Regulations has been committed, the officer may seize and detain any relevant products for the purpose of ascertaining whether the offence has been committed;
  - (d) an officer may seize and detain any relevant products or records which the officer has reason to believe may be required as evidence in proceedings for an offence under these Regulations;

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- (e) an officer may, for the purpose of exercising the officer's powers of seizure under this sub-paragraph, but only if and to the extent that it is reasonably necessary in order to secure that the provisions of these Regulations are duly observed, require any person having authority to do so to open any container and, if that person does not comply with the requirement or if there is no person present having authority to open it, the officer may break open the container.
  - (3) For the purposes of sub-paragraph (2), the officer may require information stored electronically to be made available in printed form.
  - (4) An officer may, for the purpose of ascertaining whether an offence has been committed under these Regulations, make a purchase of relevant products.
  - (5) If a justice is satisfied by any written information on oath—
    - (a) that there are reasonable grounds for believing either—
      - (i) that any relevant products or records, which an officer has power under this paragraph to inspect, copy, seize or require to be produced, is or are on any premises and that the inspection, copying, seizure or production of that item is likely to disclose evidence of the commission of an offence under these Regulations, or
      - (ii) that any offence under these Regulations has been, is being, or is about to be committed on any premises, and
    - (b) either—
      - (i) that admission to the premises has been or is likely to be refused and that notice of intention to apply for a warrant under this sub-paragraph has been given to the occupier, or
      - (ii) that an application for admission, or the giving of such a notice, would defeat the object of the entry or that the premises are unoccupied or that the occupier is temporarily absent and it might defeat the object of the entry to await the occupier's return,
- the justice may by warrant under the justice's hand, which continues in force for a period of one month, authorise an officer to enter the premises, if need be by force.
- (6) On entering any premises by authority of a warrant granted under sub-paragraph (5), an officer must, if the occupier is present, give to the occupier or, if the occupier is temporarily absent, leave in a prominent place on the premises, or an appropriate part of the premises, a notice in writing—
    - (a) summarising an officer's powers of seizure and detention of any relevant products or records under this paragraph,
    - (b) explaining that compensation may be payable for damage caused in entering premises and seizing and removing any relevant products or records and giving the address to which an application for compensation should be directed, and
    - (c) indicating at which office of the enforcement authority and within which hours a copy of these Regulations is available to be consulted.
  - (7) An officer, when entering any premises by virtue of this paragraph, may be accompanied by such persons and take such equipment as appear to the officer to be necessary.
  - (8) An officer, when leaving any premises which the officer entered by virtue of a warrant, must, if the premises are unoccupied or the occupier is temporarily absent, leave them in as secure a state as that in which they were found.
  - (9) When exercising any power of seizure and detention under this paragraph, an officer must, as soon as practicable, give to the person against whom the power has been exercised, a written notice stating—
    - (a) precisely what has been so seized and detained,

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- (b) that an application for the release of a detained item may be made in accordance with paragraph 12 of this Schedule, and
- (c) the procedure for making such an application.

(10) A person who is not an officer of the enforcement authority must not purport to act as such under this paragraph.

(11) In sub-paragraph (5), the reference to “any written information on oath” is to be construed, in the application of this paragraph to—

- (a) Scotland, as a reference to any evidence on oath;
- (b) Northern Ireland, as a reference to any complaint on oath.

(12) In this paragraph, “justice” means—

- (a) in England and Wales, a justice of the peace,
- (b) in Scotland, a sheriff or summary sheriff, and
- (c) in Northern Ireland, a lay magistrate.

**Commencement Information**

**I35** Sch. 4 para. 10 in force at 1.9.2020, see reg. 1(b)

**Powers of customs officers to detain goods** **U.K.**

**11.**—(1) An Officer of Revenue and Customs may, for the purpose of facilitating the exercise by the enforcement authority, or duly authorised officer of the authority, of any powers conferred on the authority or officer by these Regulations seize any imported relevant products or any records, and detain them for not more than two working days.

(2) Anything seized and detained under this paragraph must be dealt with during the period of its detention in such manner as the Commissioners for Her Majesty's Revenue and Customs may direct.

(3) An Officer of Revenue and Customs seizing any relevant products or records under this paragraph must inform the person from whom they are seized that such relevant products or records have been seized.

(4) In sub-paragraph (1) the reference to two working days is a reference to a period of forty-eight hours calculated from the time when the goods in question are seized, but disregarding so much of any period as falls on a Saturday or Sunday or on Christmas Day, Good Friday or a day which is a bank holiday under the Banking and Financial Dealings Act 1971 <sup>M111</sup> in the part of the United Kingdom where the goods are seized.

**Commencement Information**

**I36** Sch. 4 para. 11 in force at 1.9.2020, see reg. 1(b)

**Marginal Citations**

**M111** 1971 c.80.

**Applications for the release of detained items** **U.K.**

**12.**—(1) Any person having an interest in any relevant products or records detained for the time being under paragraph 10 may apply for an order requiring any item so detained to be released to the applicant or another person.

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- (2) An application under this paragraph may be made—
- (a) to any magistrates' court in which proceedings have been brought in England and Wales or Northern Ireland for an offence in respect of a contravention of any provision of these Regulations in connection with the detained item,
  - (b) where no such proceedings have been so brought, by way of complaint to a magistrates' court, or
  - (c) in Scotland, by summary application to the sheriff.
- (3) A magistrates' court or the sheriff must not make an order under sub-paragraph (1) unless the court or sheriff is satisfied that—
- (a) proceedings have not been brought for an offence in respect of a contravention of any provision of these Regulations in connection with the detained item or, having been brought, have been concluded, and
  - (b) where no such proceedings have been brought, more than six months have elapsed since the seizure was carried out.
- (4) Any person aggrieved by an order made under this paragraph by a magistrates' court or sheriff, or by a decision of such a court or sheriff not to make such an order, may appeal against that order or decision—
- (a) in England and Wales, to the Crown Court,
  - (b) in Scotland, to the Sheriff Appeal Court as though it were an appeal under section 110(1) of the Courts Reform (Scotland) Act 2014 <sup>M112</sup>, or
  - (c) in Northern Ireland, to a county court.
- (5) In England and Wales or in Northern Ireland, an order so made may contain such provision as appears to the court to be appropriate for delaying the coming into force of the order pending the making and determination of any appeal (including any application under section 111 of the Magistrates' Courts Act 1980 <sup>M113</sup> or article 146 of the Magistrates' Courts (Northern Ireland) Order 1981 <sup>M114</sup> (statement of case)).

#### Commencement Information

I37 Sch. 4 para. 12 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

M112 2014 asp 18.

M113 1980 c.43.

M114 S.I. 1981/1675 (N.I. 26).

### Compensation for seizure and detention **U.K.**

**13.**—(1) Where an officer exercises any power under paragraph 10 to seize and detain any relevant products or records, the enforcement authority is liable to pay compensation to any person having an interest in the item seized and detained in respect of any loss or damage caused by the exercise of the power if—

- (a) there has been no contravention of any provision of these Regulations, and
- (b) the exercise of the power is not attributable to any neglect or default by that person.

(2) Any disputed question as to the right to, or the amount of, any compensation payable under this paragraph must be determined by arbitration—

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- (a) in England and Wales or Northern Ireland, in accordance with the Arbitration Act 1996<sup>M115</sup>, or
- (b) in Scotland, in accordance with the Arbitration (Scotland) Act 2010<sup>M116</sup>.

#### Commencement Information

**I38** Sch. 4 para. 13 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M115** 1996 c.23.

**M116** 2010 asp 1.

### Recovery of the expenses of enforcement **U.K.**

**14.**—(1) This paragraph applies where a court convicts a person of an offence in respect of a contravention of any provision of these Regulations in relation to any relevant products or records.

(2) The court may (in addition to any other order it may make as to costs and expenses) order the person convicted to reimburse the enforcement authority for any expenditure which has been or may be incurred by that authority in connection with any seizure or detention by or on behalf of the authority of the relevant products or records.

#### Commencement Information

**I39** Sch. 4 para. 14 in force at 1.9.2020, see reg. 1(b)

### Power of the Commissioners for Her Majesty's Revenue and Customs to disclose information **U.K.**

**15.**—(1) If they think it appropriate to do so for the purpose of facilitating the exercise by any person to whom sub-paragraph (2) applies of any functions conferred on that person by any provisions of these Regulations, the Commissioners for Her Majesty's Revenue and Customs may authorise the disclosure to that person of any information obtained for the purposes of the exercise by the Commissioners of their functions in relation to imported goods.

(2) This sub-paragraph applies to the enforcement authority and to any officer authorised by the enforcement authority.

(3) A disclosure of information made to any person under sub-paragraph (1) must be made in such manner as may be directed by the Commissioners for Her Majesty's Revenue and Customs and may be made through such persons acting on behalf of that person as may be so directed.

(4) Information may be disclosed to a person under sub-paragraph (1) whether or not the disclosure of the information has been requested by or on behalf of that person.

#### Commencement Information

**I40** Sch. 4 para. 15 in force at 1.9.2020, see reg. 1(b)

### Savings for certain privileges **U.K.**

**16.** Nothing in these Regulations is to be taken as requiring any person—

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- (a) to produce any records if that person would be entitled to refuse to produce those records in any proceedings in any court on the grounds that they are the subject of legal professional privilege or, in Scotland, a claim of confidential communications, or as authorising any person to take possession of any records which are in the possession of a person who would be so entitled, or
- (b) to answer any question or give any information if to do so would incriminate that person or that person's spouse or civil partner.

**Commencement Information**

**I41** Sch. 4 para. 16 in force at 1.9.2020, see reg. 1(b)

**Savings for civil rights** **U.K.**

**17.** A contract for the supply of relevant products is not void or unenforceable by reason only of a contravention of any provision of these Regulations.

**Commencement Information**

**I42** Sch. 4 para. 17 in force at 1.9.2020, see reg. 1(b)

**SCHEDULE 5** **U.K.**

Regulation 29(1)

Other legislation for which penalties are applied

**1.** Directive [2005/64/EC](#) of the European Parliament and of the Council of 26 October 2005 on the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability <sup>M117</sup>.

**Commencement Information**

**I43** Sch. 5 para. 1 in force at 1.9.2020, see [reg. 1\(b\)](#)

**Marginal Citations**

**M117** OJ No. L 310, 25.11.2005, p.10, as last amended by Commission Directive 2009/1/EC (OJ No. L 9, 14.1.2009, p.31).

**2.** Directive [2006/40/EC](#) of the European Parliament and of the Council of 17 May 2006 relating to emissions from air conditioning systems in motor vehicles <sup>M118</sup>.

**Commencement Information**

**I44** Sch. 5 para. 2 in force at 1.9.2020, see [reg. 1\(b\)](#)

**Marginal Citations**

**M118** OJ No. L 161, 14.6.2006, p.12.

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3. Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information <sup>M119</sup>.

**Commencement Information**

**I45** Sch. 5 para. 3 in force at 1.9.2020, see [reg. 1\(b\)](#)

**Marginal Citations**

**M119** OJ No. L 171, 29.6.2007, p.1, as last amended by Commission Regulation (EU) No. 459/2012 (OJ No. L 142, 1.6.2012, p.16).

4. Regulation (EC) No 78/2009 of the European Parliament and of the Council of 14 January 2009 on the type-approval of motor vehicles with regard to the protection of pedestrians and other vulnerable road users <sup>M120</sup>.

**Commencement Information**

**I46** Sch. 5 para. 4 in force at 1.9.2020, see [reg. 1\(b\)](#)

**Marginal Citations**

**M120** OJ No. L 35, 4.2.2009, p.1, as last amended by Council Regulation (EU) No 517/2013 (OJ No. L 158, 10.6.2013, p.1).

5. Regulation (EC) No 79/2009 of the European Parliament and of the Council of 14 January 2009 on type-approval of hydrogen-powered motor vehicles <sup>M121</sup>.

**Commencement Information**

**I47** Sch. 5 para. 5 in force at 1.9.2020, see [reg. 1\(b\)](#)

**Marginal Citations**

**M121** OJ No. L 35, 4.2.2009, p.32, as last amended by Regulation (EU) 2019/1243 (OJ No. L 198, 25.7.2019, p.241).

6. Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information <sup>M122</sup>.

**Commencement Information**

**I48** Sch. 5 para. 6 in force at 1.9.2020, see [reg. 1\(b\)](#)

**Marginal Citations**

**M122** OJ No. L 188, 18.7.2009, p.1, as last amended by Regulation (EU) 2019/1242 (OJ No. L 198, 25.7.2019, p.202).

7. Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor <sup>M123</sup>.



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#### Commencement Information

**I49** Sch. 5 para. 7 in force at 1.9.2020, see [reg. 1\(b\)](#)

#### Marginal Citations

**M123** OJ No. L 200, 31.7.2009, p.1, as last amended by Commission Regulation (EU) 2019/543 (OJ No. L 95, 4.4.2019, p.1).

**8.** Regulation (EU) No 540/2014 of the European Parliament and of the Council of 16 April 2014 on the sound level of motor vehicles and of replacement silencing systems <sup>M124</sup>.

#### Commencement Information

**I50** Sch. 5 para. 8 in force at 1.9.2020, see [reg. 1\(b\)](#)

#### Marginal Citations

**M124** OJ No. L 158, 27.5.2014, p.131, as last amended by Commission Delegated Regulation (EU) 2019/839 (OJ No. L 138, 24.5.2019, p.70).

[<sup>F139</sup>. Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending [Directive 2007/46/EC](#) but only so far as that Regulation has effect by virtue of the Northern Ireland Protocol.]

#### Textual Amendments

**F13** Sch. 5 paras. 9, 10 inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), **21(b)**

[<sup>F1310</sup>. Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicles occupants and vulnerable road users but only so far as that Regulation has effect by virtue of the Northern Ireland Protocol.]

#### Textual Amendments

**F13** Sch. 5 paras. 9, 10 inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), **21(b)**

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SCHEDULE 6 **U.K.**

Regulation 30(1)

## Consequential amendments and revocations

**PART 1** **U.K.**

## Consequential amendments

CHAPTER 1 **U.K.**

## Primary legislation

**Amendment of the Public Passenger Vehicles Act 1981** **U.K.**

1.—(1) Section 6 of the Public Passenger Vehicles Act 1981 <sup>M125</sup> (certificate of initial fitness (or equivalent) required for use as public service vehicles) is amended as follows.

(2) In subsection (1)(d)(i), for “EC certificate of conformity”, substitute “ EU certificate of conformity ”.

(3) In subsection (1ZB), for “regulation 6”, substitute “ regulation 21 ”.

(4) For subsection (3), substitute—

“(3) In this section—

“Approval Regulations” means the Road Vehicles (Approval) Regulations 2020;

“EU certificate of conformity” has the same meaning as “certificate of conformity” in Article 3(5) of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;

“individual approval certificate” means a certificate issued under regulation 18(10) of the Approval Regulations;

“national small series certificate of conformity” means a certificate issued under regulation 16(7) of the Approval Regulations.”.

**Commencement Information**

**I51** Sch. 6 para. 1 in force at 1.9.2020, see reg. 1(b)

**Marginal Citations**

**M125** 1981 c.14. Relevant amendments were made by [S.I. 2009/818](#).

**Amendment of the Road Traffic Act 1988** **U.K.**

2.—(1) The Road Traffic Act 1988 <sup>M126</sup> is amended as follows.

(2) In section 67 <sup>M127</sup> (testing of condition of vehicles on roads), in subsection (3B)(a), for “Annex II to the road vehicles type approval Directive”, substitute “ Article 4 of the road vehicles type approval Regulation ”.

(3) In section 79 <sup>M128</sup> (further provisions relating to weighing of motor vehicles)—

(a) in subsection (A2), for “Annex II to Directive [2007/46/EC](#)”, substitute “ Article 4 of the road vehicles type approval Regulation ”;

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- (b) omit subsection (6).
- (4) In section 85(1) (interpretation of Part II), in the definition of “EC certificate of conformity”<sup>M129</sup>—
- (a) in paragraph (a)—
- (i) in sub-paragraph (iii), omit the second “or”;
- (ii) in sub-paragraph (iv), at the end, insert—
- “, or
- (v) Article 36 or 37 of the road vehicles type approval Regulation;”;
- (b) in paragraph (d)—
- (i) in sub-paragraph (i), omit “or”;
- (ii) in sub-paragraph (ii), at the end, insert—
- “, or
- (iii) Article 36 or 37 of the road vehicles type approval Regulation;”.
- (5) In section 85(1) (interpretation of Part II), after the definition of “the road vehicles type approval Directive”<sup>M130</sup>, insert—
- ““the road vehicles type approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.”.
- (6) In section 86 (index to Part II), in the table, after the entry relating to “Road vehicles type approval Directive”, insert—

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“Road vehicles type approval Regulation

Section 85”.

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**Commencement Information**

**I52** Sch. 6 para. 2 in force at 1.9.2020, see reg. 1(b)

**Marginal Citations**

**M126** 1988 c.52.

**M127** Subsection (3B) was inserted by [S.I. 2011/996](#) and substituted by [S.I. 2017/849](#).

**M128** Subsections (A2) and (6) were inserted by [S.I. 2011/996](#).

**M129** The definition was inserted by [S.I. 1992/3107](#), substituted by [S.I. 2009/818](#) and partially substituted by [S.I. 2018/235](#) and 236.

**M130** The definition was inserted by [S.I. 2009/818](#).

**Amendment of the Vehicle Excise and Registration Act 1994** **U.K.**

**3.—(1)** Schedule 1 to the Vehicle Excise and Registration Act 1994 <sup>M131</sup> (annual rates of duty) is amended as follows.

(2) In Part IA (light passenger vehicles registered before 1 April 2017: graduated rates of duty)—

(a) in paragraph 1A, for sub-paragraph (2), substitute—

“(2) In sub-paragraph (1)(b)(i) a “light passenger vehicle” means, as the case may be, a vehicle—

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- (a) within Category M<sub>1</sub> of Annex II to Council Directive [70/156/EEC](#) (vehicle with at least four wheels used for carriage of passengers and comprising no more than 8 seats in addition to the driver's seat),
  - (b) within Category M<sub>1</sub> of Annex II to Directive [2007/46/EC](#) (vehicle designed and constructed primarily for the carriage of passengers and comprising no more than 8 seats in addition to the driver's seat), or
  - (c) within Category M<sub>1</sub> of Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (vehicle designed and constructed primarily for the carriage of passengers and comprising no more than 8 seats in addition to the driver's seat).”;
- (b) in paragraph 1G, for sub-paragraph (1), substitute—
- “(1) References in this Part of this Schedule to an “EU certificate of conformity” are to a certificate of conformity within the meaning of—
- (a) Council Directive [70/156/EEC](#),
  - (b) Directive [2007/46/EC](#) of the European Parliament and of the Council of 5 September 2007, or
  - (c) Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.”.
- (3) In Part 1AA (light passenger vehicles registered on or after 1 April 2017), in paragraph 1GA—
- (a) for sub-paragraph (2), substitute—
- “(2) In sub-paragraph (1)(b)(i) a “light passenger vehicle” means—
- (a) a vehicle within Category M<sub>1</sub> of Annex II to Directive [2007/46/EC](#) (vehicle designed and constructed primarily for the carriage of passengers and comprising no more than 8 seats in addition to the driver's seat), or
  - (b) a vehicle within Category M<sub>1</sub> of Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (vehicle designed and constructed primarily for the carriage of passengers and comprising no more than 8 seats in addition to the driver's seat).”;
- (b) for sub-paragraph (2A) <sup>M132</sup>, substitute—
- “(2A) For the purposes of sub-paragraph (1A) a vehicle is a “motor caravan” if the certificate mentioned in sub-paragraph (1)(b) identifies the vehicle as a motor caravan within the meaning of—
- (a) Annex II to Directive [2007/46/EC](#), or
  - (b) Part A of Annex I to Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.”;
- (c) for sub-paragraph (4), substitute—
- “(4) References in this Part of this Schedule to an “EU certificate of conformity” are to a certificate of conformity within the meaning of—

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- (a) Directive [2007/46/EC](#), or
  - (b) Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.”.
- (4) In Part IB (light goods vehicles), in paragraph 1H, for sub-paragraph (2), substitute—
- “(2) In sub-paragraph (1)(b) a “light goods vehicle” means, as the case may be, a vehicle—
- (a) within Category N<sub>1</sub> of Annex II to Council Directive [70/156/EEC](#) (vehicle with four or more wheels used for carriage of goods and having a maximum mass not exceeding 3.5 tonnes),
  - (b) within Category N<sub>1</sub> of Annex II to Directive [2007/46/EC](#) (vehicle designed and constructed primarily for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes), or
  - (c) within Category N<sub>1</sub> of Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (vehicle designed and constructed primarily for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes).”.

#### Commencement Information

**I53** Sch. 6 para. 3 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M131** [1994 c.22](#). Part IA and Part IB were inserted into Schedule 1 by section 22 of, and Schedule 3 to, the [Finance Act 2000 \(c.17\)](#). Part 1AA was inserted by section 46 of the [Finance \(No 2\) Act 2015 \(c.33\)](#).

**M132** Sub-paragraph (2A) was inserted by section 86(3) of the [Finance Act 2020 \(c.14\)](#).

### Amendment of the Income Tax (Earnings and Pensions) Act 2003 **U.K.**

4.—(1) Section 171(1) of the Income Tax (Earnings and Pensions) Act 2003 <sup>M133</sup> (minor definitions: general) is amended as follows.

(2) For the definition of “EC certificate of conformity”, substitute—

““EC certificate of conformity” means a certificate of conformity within the meaning of—

- (a) Council Directive [70/156/EEC](#),
- (b) Directive [2007/46/EC](#) of the European Parliament and of the Council of 5 September 2007, or
- (c) Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

(3) For the definition of “EC type-approval certificate”, substitute—

““EC type-approval certificate” means—

- (a) a type-approval certificate issued under any provision of the law of a Member State implementing Council Directive [70/156/EEC](#),

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- (b) an EC type-approval certificate within the meaning of Council Directive [2007/46/EC](#), or
- (c) an EU type-approval certificate within the meaning of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

#### Commencement Information

**I54** Sch. 6 para. 4 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M133** [2003 c.1](#). Relevant substitutions were made by section 48 of the [Finance Act 2018 \(c.3\)](#).

## CHAPTER 2 **U.K.**

### Secondary legislation

#### **Amendment of the Motor Vehicles (International Circulation) Order 1975 **U.K.****

**5.**—(1) The Motor Vehicles (International Circulation) Order 1975 <sup>M134</sup> is amended as follows.

(2) In Article 5(2)(c)(ii), for “Annex II to Directive [2007/46/EC](#)” to “for such vehicles”, substitute “Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

#### Commencement Information

**I55** Sch. 6 para. 5 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M134** [S.I. 1975/1208](#), as amended by [S.I. 1980/1095](#), 1985/459, 1989/993, 1991/771 and 1727, 1996/1929 and 1974, 2004/1992, 2010/771, 2013/3150 and 2018/1295 and prospectively amended (from IP completion day) by [S.I. 2019/563](#).

#### **Amendment of the Motor Vehicles (Type Approval) Regulations 1980 **U.K.****

**6.**—(1) The Motor Vehicles (Type Approval) Regulations 1980 <sup>M135</sup> are amended as follows.

(2) In regulation 3(1), in the definition of “component”, for “described in Directive [2007/46/EC](#) of the European Parliament and of the Council of 5th September 2007”, substitute “ defined in Article 3(20) of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

#### Commencement Information

**I56** Sch. 6 para. 6 in force at 1.9.2020, see reg. 1(b)

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### Marginal Citations

**M135** S.I. 1980/1182, as amended by S.I. 1982/7, 1986/1501, 1987/524, 1988/1103 and 1669, 1989/1578 and 2262, 1991/820, 2681 and 2830, 1992/2154 and 3107 and 2011/1043 and prospectively amended (from IP completion day) by S.I. 2019/453.

### Amendment of the Road Traffic (Northern Ireland) Order 1981 **U.K.**

7.—(1) The Road Traffic (Northern Ireland) Order 1981 <sup>M136</sup> is amended as follows.

(2) In Article 31A(7) (interpretation of Articles 31A to 31E)—

(a) in the definition of “EC certificate of conformity”—

(i) in paragraph (a)—

(aa) in sub-paragraph (iii), omit the second “or”;

(bb) in sub-paragraph (iv), at the end, insert—

“, or

(v) Article 36 or 37 of the road vehicles type approval Regulation”;

(ii) in paragraph (d)—

(aa) in sub-paragraph (i), omit “or”;

(bb) in sub-paragraph (ii), at the end, insert—

“, or

(iii) Article 36 or 37 of the road vehicles type approval Regulation”;

(b) after the definition of “the road vehicles type approval Directive”, insert—

““the road vehicles type approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

### Commencement Information

**I57** Sch. 6 para. 7 in force at 1.9.2020, see reg. 1(b)

### Marginal Citations

**M136** S.I. 1981/154 (N.I. 1). Article 31A was inserted by S.I. 1985/755 (N.I. 6). In Article 31A(7), the definition of “EC certificate of conformity” was substituted, and other definitions inserted, by S.I. 2019/648 (as amended by S.I. 2019/691), and other amendments were made by S.R. 1993 No. 246, S.I. 2006/1254 (N.I. 9) and S.I. 2018/235.

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## Amendment of the Motor Vehicles (Tests) Regulations 1981 U.K.

8.—(1) The Motor Vehicles (Tests) Regulations 1981 <sup>M137</sup> are amended as follows.

(2) In regulation 5(6)(b), for “Annex 2 to Directive 2007/46/EC” to “for such vehicles”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

(3) In regulation 6(5), in the definition of “vehicle of historic interest”, for “meaning given in paragraph 1 of Schedule 3 to the Road Vehicles (Approval) Regulations 2009”, substitute “ same meaning as “type of vehicle” in Article 3(32) of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

### Commencement Information

**I58** Sch. 6 para. 8 in force at 1.9.2020, see reg. 1(b)

### Marginal Citations

**M137** [S.I. 1981/1694](#), as amended by [S.I. 1982/814](#),

1477 and  
1715,  
1983/1434,  
1984/1126,  
1985/45,  
1988/1894,  
1989/1694,  
1991/253,  
1525 and  
2229,  
1992/1217,  
1609 and  
3160,  
1995/1457 and  
2438,  
1997/81,  
1998/1672,  
2000/1432,  
2001/3330,  
2002/488 and  
1698,  
2003/1113,  
1698 and  
1815,  
2004/1879,  
2005/1832,  
2006/594 and  
1998,  
2007/506,  
1161 and  
1898,  
2009/643 and



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802,  
2010/449 and  
1172,  
2011/3058,  
2012/307,  
2404 and  
2652,  
2013/271,  
2014/480 and  
2114,  
2017/850,  
2018/25 and  
2020/382  
and prospectively amended (from IP completion day) by [S.I. 2019/453](#).

## Amendment of the Road Vehicles Lighting Regulations 1989 **U.K.**

9.—(1) The Road Vehicles Lighting Regulations 1989 <sup>M138</sup> are amended as follows.

(2) In Schedule 1, in the entries in the table relating to “headlamp cleaning device” and “reversing lamp”, in the third column of each entry, for “2009”, substitute “ 2020, or by Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, ”.

### Commencement Information

**I59** Sch. 6 para. 9 in force at 1.9.2020, see reg. 1(b)

### Marginal Citations

**M138** [S.I. 1989/1796](#), as amended by paragraphs 11 to 14 of Schedule 9 to the [Deregulation Act 2015 \(c.20\)](#),  
[S.I. 1992/1217](#), [1994/2280](#) and  
2567,  
1996/3016,  
2001/560,  
2003/1959 and  
1998,  
2004/3168,  
2005/344,  
2559,  
2929 (W. 214) and  
3169,  
2006/594 and  
1914,  
2008/1277,  
2009/3220,  
2010/1172,  
2011/935,  
2013/119 and  
755,  
2014/480,  
2017/852,  
2018/1203,

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2019/703 and  
734  
and [S.S.I. 2006/129](#).

## Amendment of the Goods Vehicles (Licensing of Operators) Regulations 1995 **U.K.**

**10.**—(1) The Goods Vehicles (Licensing of Operators) Regulations 1995 <sup>M139</sup> are amended as follows.

(2) In Schedule 3, in paragraph 23A(1)(b), for “Annex II to Directive [2007/46/EC](#)” to “for such vehicles”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

### Commencement Information

**I60** Sch. 6 para. 10 in force at 1.9.2020, see reg. 1(b)

### Marginal Citations

**M139** [S.I. 1995/2869](#), as amended by [S.I. 2003/2096](#), 2004/3168, 2005/2060 and 2929 (W. 214), 2006/594, 2007/1898, 2009/1307, 2010/455, 2012/2404, 2013/602, 1644, 1750 and 1753, 2017/874, 2018/25 and prospectively amended (from IP completion day) by [S.I. 2019/708](#).

## Amendment of the Road Vehicles (Authorised Weight) Regulations 1998 **U.K.**

**11.**—(1) The Road Vehicles (Authorised Weight) Regulations 1998 <sup>M140</sup> are amended as follows.

(2) In regulation 2(1)—

- (a) in the definition of “alternatively fuelled vehicle”, for “Framework Directive”, substitute “ Type Approval Regulation or Road Vehicles (Approval) Regulations 2020 ”;
- (b) omit the definition of “Framework Directive”;
- (c) insert at the appropriate place in the alphabetical order—

““the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

(3) In regulation 3, for “Annex II of the Framework Directive”, substitute “ Article 4 of the Type Approval Regulation ”.

(4) In regulation 4(3)(a), for “Framework Directive”, substitute “ Type Approval Regulation or Road Vehicles (Approval) Regulations 2020 ”.

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#### Commencement Information

**I61** Sch. 6 para. 11 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M140** S.I. 1998/3111, as amended by S.I. 2000/3224, 2001/1125 and 2017/881.

### **Amendment of the Motor Vehicles (Authorised Weight) Regulations (Northern Ireland) 1999** **U.K.**

**12.**—(1) The Motor Vehicles (Authorised Weight) Regulations (Northern Ireland) 1999<sup>M141</sup> are amended as follows.

(2) In regulation 2(1)—

- (a) in the definition of “alternatively fuelled vehicle”, for “Framework Directive”, substitute “Type Approval Regulation or Road Vehicles (Approval) Regulations 2020”;
- (b) omit the definition of “Framework Directive”;
- (c) insert at the appropriate place in the alphabetical order—  
““the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

(3) In regulation 3, for “Annex II to the Framework Directive”, substitute “Article 4 of the Type Approval Regulation”.

(4) In regulation 4(3)(a), for “Framework Directive”, substitute “Type Approval Regulation or Road Vehicles (Approval) Regulations 2020”.

#### Commencement Information

**I62** Sch. 6 para. 12 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M141** S.R. 1999 No. 258, as amended by S.R. 2017 No. 191.

### **Amendment of the Motor Vehicles (Type Approval and Approval Marks) (Fees) Regulations 1999** **U.K.**

**13.**—(1) The Motor Vehicles (Type Approval and Approval Marks) (Fees) Regulations 1999<sup>M142</sup> are amended as follows.

(2) In regulation 3—

(a) in paragraph (2)—

(i) for the definition of “applicant”, substitute—

““applicant” means an applicant for the issue of—

- (a) a type approval certificate, authorisation or test report for a vehicle or vehicle part for the purpose of an EU instrument or ECE Regulation; or
- (b) a type approval certificate for a vehicle or a vehicle part for the purpose of the national small series type approval scheme;”

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- (ii) in the definition of “Approval Regulations”, for “2009”, substitute “ 2020 ”;
  - (iii) in the definition of “approval requirements”, in sub-paragraph (a)—
    - (aa) omit paragraphs (ii) and (iii);
    - (bb) in sub-paragraph (v), for “Schedule 4”, substitute “ Schedule 1 ”;
  - (iv) for the definition of “EU instrument”, substitute—
    - ““EU instrument” means any EU regulatory act listed in a table in —
      - (a) Part I or Part III of Annex II to the Type Approval Regulation;
      - (b) Annex I to the tractor type approval Regulation; or
      - (c) Annex II to the motorcycle type approval Regulation;”;
  - (v) for the definition of “ECE Regulation”, substitute—
    - ““ECE Regulation” means a UNECE Regulation—
      - (a) as defined in regulation 2(1) of the Approval Regulations; or
      - (b) referred to in—
        - (i) Article 49(1) of the tractor type approval Regulation; or
        - (ii) Article 54(1) of the motorcycle type approval Regulation;”;
  - (vi) for the definition of “national small series type approval”, substitute—
    - ““national small series type approval” means the scheme described in Article 42 of the Type Approval Regulation;”;
  - (vii) omit the definitions of “Framework Directive”, “Great Britain Regulations”, “Great Britain Regulations for Goods Vehicles”, “low volume type approval vehicle”, “national type approval scheme”, “regulatory act” and “sound level measurement certificate”;
  - (viii) at the appropriate place in the alphabetical order, insert—
    - ““the motorcycle type approval Regulation” means Regulation (EU) No 168/2013 of the European Parliament and of the Council on the approval and market surveillance of two- or three-wheel vehicles and quadricycles as it may be amended from time to time;”;
    - ““the tractor type approval Regulation” means Regulation (EU) No 167/2013 of the European Parliament and of the Council on the approval and market surveillance of agricultural and forestry vehicles as it may be amended from time to time;”;
    - ““the Type Approval Regulation” has the same meaning as in regulation 2(1) of the Approval Regulations;”;
  - (b) omit paragraph (3);
  - (c) in paragraph (4), for “the Framework Directive”, substitute “ Article 4 of the Type Approval Regulation ”.
- (3) In regulation 4—
- (a) in paragraph (1)—
    - (i) in sub-paragraph (a), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
    - (ii) in sub-paragraph (b), omit “a sound level measurement certificate or”;
  - (b) in paragraph (3), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
  - (c) in paragraph (4)—

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- (i) for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
  - (ii) omit “a sound level measurement certificate or”.
- (4) Omit regulation 5.
- (5) In regulation 5A <sup>M143</sup>—
  - (a) in paragraph (1)—
    - (i) for “25(3)”, substitute “ 16(3) ”;
    - (ii) for “Framework Directive”, substitute “ Type Approval Regulation ”;
  - (b) in paragraph (2)—
    - (i) for “Framework Directive”, substitute “ Type Approval Regulation ”;
    - (ii) for “that Directive”, substitute “ that Regulation ”;
  - (c) in paragraph (3), for “24(3)(b)(ii)”, substitute “ 15(3)(b)(ii) ”;
  - (d) in paragraph (4), for “24(1)”, substitute “ 15(1) ”.
- (6) In regulation 6—
  - (a) in the heading to the regulation, for “EC”, substitute “ EU ”;
  - (b) in paragraph (1)—
    - (i) for “EC”, substitute “ EU ”;
    - (ii) for “regulation 13(3) of the Approval Regulations”, substitute “ Article 26(2) of the Type Approval Regulation ”;
    - (iii) for “Framework Directive”, substitute “ Type Approval Regulation ”;
  - (c) in paragraph (2)—
    - (i) for “Framework Directive”, substitute “ Type Approval Regulation ”;
    - (ii) for “that Directive”, substitute “ that Regulation ”;
  - (d) in paragraph (3), for “EC”, substitute “ EU ”;
  - (e) in paragraph (4), for “EC”, substitute “ EU ”;
  - (f) in paragraph (5), for “EC”, substitute “ EU ”;
  - (g) in paragraph (6), for “EC” (three times), substitute “ EU ”;
  - (h) in paragraph (7), for “EC”, substitute “ EU ”.
- (7) In regulation 7—
  - (a) in paragraph (1), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
  - (b) in paragraph (2), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
  - (c) in paragraph (3), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
  - (d) in paragraph (4)—
    - (i) omit sub-paragraph (a);
    - (ii) after “national”, insert “ small series ”.
- (8) In regulation 8, after “national”, insert “ small series ”.
- (9) In regulation 9, omit paragraphs (2), (3), (5) and (6).
- (10) Omit regulation 10.

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- (11) In regulation 11—
- (a) in paragraph (1), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
  - (b) in paragraph (3), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
- (12) In regulation 12—
- (a) in paragraph (1)(b), omit “a sound level measurement certificate or”;
  - (b) in paragraph (2), for “5”, substitute “ 5A ”;
  - (c) omit paragraph (6).
- (13) In regulation 13, in paragraph (4), omit “or 2”.
- (14) Omit regulation 15.
- (15) In regulation 16, in paragraph (1), after “national”, insert “ small series ”.
- (16) In regulation 17—
- (a) in paragraph (1)—
    - (i) for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
    - (ii) after “national”, insert “ small series ”;
  - (b) in paragraph (2), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”.
- (17) In regulation 19, for “5,”, substitute “ 5A, ”.
- (18) In regulation 20, for “5,”, substitute “ 5A, ”.
- (19) In Schedule 1—
- (a) in the heading to the Schedule, omit “the Great Britain Regulations or”;
  - (b) omit Part I and Part II;
  - (c) in the heading to Part IV, for “EC”, substitute “ EU ”.
- (20) Omit Schedule 2.
- (21) In Schedule 3 <sup>M144</sup>, in the table—
- (a) in section (B)—
    - (i) in the heading, for “Community”, substitute “ EU ”;
    - (ii) for “the first indent of article 5(3) of the Framework Directive”, substitute “ Article 34(1) of the Type Approval Regulation ”;
    - (iii) for “the second indent of article 5(3) of the Framework Directive”, substitute “ Article 34(2) of the Type Approval Regulation ”;
  - (b) omit section (C);
  - (c) in section (D), for “Minister's approval, EEC or EEC”, substitute “ EU or ECE ”;
  - (d) in section (E), for “Minister's approval, EEC”, substitute “ EU ”;
  - (e) in the note to the table (marked “NB”), for “EEC”, substitute “ EU ”.
- (22) In Schedule 4—
- (a) omit Part I and Part II;
  - (b) in Part III, in the table, for “article 4(2) of the Framework Directive”, substitute “ Article 7(1) of the Type Approval Regulation ”.

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#### Commencement Information

**I63** Sch. 6 para. 13 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M142** S.I. 1999/2149, as amended by S.I. 2003/2258, 2004/2106, 2006/1638 and 2009/719.

**M143** Regulation 5A was inserted by S.I. 2009/719.

**M144** Schedule 3 was substituted by S.I. 2006/1638.

### Amendment of the Road Vehicles Lighting Regulations (Northern Ireland) 2000 **U.K.**

14.—(1) The Road Vehicles Lighting Regulations (Northern Ireland) 2000<sup>M145</sup> are amended as follows.

(2) In Schedule 1, in Table 1, in the entries in the table relating to “headlamp cleaning device” and “reversing lamp”, in the third column of each entry, for “2009”, substitute “2020, or by Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles,”.

#### Commencement Information

**I64** Sch. 6 para. 14 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M145** S.R. 2000 No. 169, as amended by S.I. 2008/1277, S.R. 2015 No. 397, 2018 No. 88 and 2019 No. 20 and 185.

### Amendment of the Passenger Car (Fuel Consumption and CO2 Emissions Information) Regulations 2001 **U.K.**

15.—(1) The Passenger Car (Fuel Consumption and CO2 Emissions Information) Regulations 2001<sup>M146</sup> are amended as follows.

(2) In regulation 3(1)—

- (a) omit the definition of “the 2009 Regulations”;
- (b) for the definition of “EC certificate of conformity”, substitute—  
““EU certificate of conformity” has the same meaning as “certificate of conformity” in Article 3(5) of the Type Approval Regulation;”;
- (c) for the definition of “EC type approval certificate”, substitute—  
““EU type approval certificate” means a type approval certificate issued pursuant to Article 28 or 41 of the Type Approval Regulation;”;
- (d) omit the definition of “Framework Directive”;
- (e) in the definition of “make”, for “EC” (twice), substitute “EU”;
- (f) in the definition of “official fuel consumption”, for “EC” (twice), substitute “EU”;
- (g) in the definition of “official specific emissions of CO<sub>2</sub>”, for “EC” (twice), substitute “EU”;
- (h) in the definition of “type”, “variant” and “version”, for “Annex II B of the Framework Directive”, substitute “Part B of Annex I to the Type Approval Regulation”;

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- (i) at the appropriate place in the alphabetical order, insert—
  - ““the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.
- (3) In regulation 4—
  - (a) in the opening words, for “of Annex II of the Framework Directive”, substitute “ in Article 4(1)(a) of the Type Approval Regulation ”;
  - (b) in paragraph (a), for “the Framework Directive”, substitute “ the Type Approval Regulation ”;
  - (c) in paragraph (c), for “Article 9(1)(b) of the Framework Directive”, substitute “ point 5 of Part A of Annex I to the Type Approval Regulation ”.
- (4) In Schedule 5—
  - (a) in paragraph 6—
    - (i) in sub-paragraph (2), for “EC” (three times), substitute “ EU ”;
    - (ii) in sub-paragraph (4)(a)(i), for “EC”, substitute “ EU ”.
  - (b) in paragraph 7(1), for “EC”, substitute “ EU ”.
  - (c) in paragraph 8(2), for “EC”, substitute “ EU ”.

#### Commencement Information

**I65** Sch. 6 para. 15 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M146** [S.I. 2001/3523](#), as amended by [S.I. 2004/1661](#), 2013/65 and 2018/235 and 673

## Amendment of the Road Vehicles (Registration and Licensing) Regulations 2002 **U.K.**

**16.**—(1) The Road Vehicles (Registration and Licensing) Regulations 2002 <sup>M147</sup> are amended as follows.

(2) In regulation 15(3A)(a), for “paragraph 1.1.1 of” to “for such vehicles”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

(3) In regulation 15A(6)(a), for “paragraph 1.1.1 and” to “for such vehicles”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

#### Commencement Information

**I66** Sch. 6 para. 16 in force at 1.9.2020, see reg. 1(b)



**Changes to legislation:** The Road Vehicles (Approval) Regulations 2020 is up to date with all changes known to be in force on or before 02 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

### Marginal Citations

**M147** S.I. 2002/2742, as amended by section 188(3)(b) of the Finance Act 2013 (c.29), section 12(1) of the Humber Bridge Act 2013 (c. vi), S.I. 2003/2154, 2335, 2635, 2981, 3073 and 3110, 2004/238, 1773, 1872, 2099 and 3298, 2005/2344 and 2713, 2006/2320, 2007/498, 1018 and 2553, 2008/642, 1444 and 2849, 2009/880 and 3103, 2010/451 and 1092, 2012/304 and 443, 2013/2909, 2014/480, 2116, 2358 and 2676, 2015/403, 971 and 1657, 2017/554, 2018/52 and 2020/663 and prospectively amended (from IP completion day) by S.I. 2018/1295.

### Amendment of the Motor Vehicle Testing Regulations (Northern Ireland) 2003 **U.K.**

17.—(1) The Motor Vehicle Testing Regulations (Northern Ireland) 2003 <sup>M148</sup> are amended as follows.

(2) In regulation 5(5)(b), for “Annex 2 to Directive 2007/46/EC” to “for such vehicles”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

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#### Commencement Information

**I67** Sch. 6 para. 17 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M148** S.R. 2003 No. 303, as amended by S.R. 2018 No. 85.

### Amendment of the End-of-Life Vehicles Regulations 2003 **U.K.**

**18.**—(1) The End-of-Life Vehicles Regulations 2003 <sup>M149</sup> are amended as follows.

(2) In regulation 2, in the definition of “vehicle”, in paragraph (a), for “Annex II to Directive 2007/46/EC” to “for such vehicles”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

(3) In regulation 5, for the words “Article 23 of ” to “for such vehicles”, substitute “ Articles 42 and 43 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

#### Commencement Information

**I68** Sch. 6 para. 18 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M149** S.I. 2003/2635, as amended by S.I. 2005/263 and 2018/942 and prospectively amended (from IP completion day) by S.I. 2019/188.

### Amendment of the End-of-Life Vehicles (Storage and Treatment) (Scotland) Regulations 2003 **U.K.**

**19.**—(1) The End-of-Life Vehicles (Storage and Treatment) (Scotland) Regulations 2003 <sup>M150</sup> are amended as follows.

(2) In regulation 2, in the definition of “vehicle”, in paragraph (a), for “paragraph 1.1.1 or” to “Commission Regulation (EU) 2017/2400”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

#### Commencement Information

**I69** Sch. 6 para. 19 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M150** S.S.I. 2003/593, as amended by S.S.I. 2011/226, 2015/438, 2018/391 and prospectively amended (from IP completion day) by S.S.I. 2019/26 and

175

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## Amendment of the End-of-Life Vehicles (Producer Responsibility) Regulations 2005 U.K.

**20.**—(1) The End-of-Life Vehicles (Producer Responsibility) Regulations 2005 <sup>M151</sup> are amended as follows.

(2) In regulation 2, in the definition of “vehicle”, in paragraph (a), for “Annex II to Directive 2007/46/EC” to “for such vehicles”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

(3) In regulation 5, for the words from “Article 9(1)(b)” to the end, substitute “ point 5 of Part A of Annex I to Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

### Commencement Information

**I70** Sch. 6 para. 20 in force at 1.9.2020, see reg. 1(b)

### Marginal Citations

**M151** [S.I. 2005/263](#), as amended by [S.I. 2018/942](#) and prospectively amended (from IP completion day) by [S.I. 2019/188](#).

## Amendment of the Supply of Machinery (Safety) Regulations 2008 U.K.

**21.**—(1) The Supply of Machinery (Safety) Regulations 2008 <sup>M152</sup> are amended as follows.

(2) In Schedule 3—

- (a) in paragraph 1(e)(ii), for the words “Article 3(11) and (12)” to the end, substitute “ Article 3(16) and (17) of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”;
- (b) in paragraph 2(b)(ii), for “Directive [2007/46/EC](#)”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

### Commencement Information

**I71** Sch. 6 para. 21 in force at 1.9.2020, see reg. 1(b)

### Marginal Citations

**M152** [S.I. 2008/1597](#), as amended by [S.I. 2011/1043](#) and  
2157,  
2014/469 and  
3248,  
2015/1630 and  
1682,  
2016/1105,  
2018/235

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and S.R. 2016 No. 427 and prospectively amended (from IP completion day) by S.I. 2019/696 (as amended by S.I. 2019/1246).

## Amendment of the Road Vehicles (Individual Approval) (Fees) Regulations 2009 U.K.

**22.**—(1) The Road Vehicles (Individual Approval) (Fees) Regulations 2009 <sup>M153</sup> are amended as follows.

(2) In regulation 2—

(a) in paragraph (1)—

- (i) in the definition of “Approval Regulations”, for “2009”, substitute “ 2020 ”;
- (ii) in the definition of “ACS vehicle”, for “Schedule 5”, substitute “ Schedule 2 ”;
- (iii) in the definition of “appeal”, for “37(2) and (3)”, substitute “ 19(2) and (3) ”;
- (iv) in the definition of “applicant”, for “27(11)”, substitute “ 18(11) ”;
- (v) in the definition of “application”, for “27(1) and (2)”, substitute “ 18(1) and (2) ”;
- (vi) in the definition of “examination”, for “27(5)”, substitute “ 18(5) ”;
- (vii) omit the definition of “Framework Directive”;
- (viii) for the definition of “individual approval”, substitute—
 

““individual approval” means the process of certification that a particular vehicle, whether unique or not, satisfies the relevant administrative and technical requirements prescribed by the Approval Regulations (and particularly Chapter 2 of Part 3 of those Regulations);”;
- (ix) in the definition of “re-examination”, for “regulation 37”, substitute “ regulation 19 ”;
- (x) at the appropriate place in the alphabetical order, insert—
 

““the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”;

(b) in paragraph (2), for “Annex II to the Framework Directive”, substitute “ Article 4 of the Type Approval Regulation ”.

(3) In regulation 3, for “regulation 27”, substitute “ regulation 18 ”.

(4) In regulation 4—

- (a) in paragraph (1), for “regulation 27(5)”, substitute “ regulation 18(5) ”;
- (b) in paragraph (2)—
  - (i) for “regulation 27(3)”, substitute “ regulation 18(3) ”;
  - (ii) for “regulation 27(4)”, substitute “ regulation 18(4) ”.

(5) In regulation 5—

- (a) in paragraph (1), for “regulation 27(5)”, substitute “ regulation 18(5) ”;
- (b) in paragraph (2)—
  - (i) for “regulation 27(3)”, substitute “ regulation 18(3) ”;
  - (ii) for “regulation 27(4)”, substitute “ regulation 18(4) ”.

(6) In regulation 6—

- (a) in paragraph (1), for “regulation 27(5)”, substitute “ regulation 18(5) ”;

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- (b) in paragraph (2)—
  - (i) in the opening words, for “Schedule 5”, substitute “ Schedule 2 ”;
  - (ii) in sub-paragraph (a), for “requirement 3”, substitute “ requirement 3A ”;
- (c) in paragraph (3), for “Schedule 5”, substitute “ Schedule 2 ”.
- (7) In regulation 8, in paragraph (1), for “regulation 37(3)(d)”, substitute “ regulation 19(3)(d) ”.
- (8) In regulation 11—
  - (a) in the heading, for “duplicate”, substitute “ replacement ”;
  - (b) for “regulation 38(6)”, substitute “ regulation 18(15) ”.
- (9) In regulation 12, for “article 24(8) of the Framework Directive”, substitute “ Article 46(4) of the Type Approval Regulation ”.

#### Commencement Information

I72 Sch. 6 para. 22 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

M153 S.I. 2009/718, as amended by S.I. 2012/1271.

### Amendment of the Motor Vehicles (Replacement of Catalytic Converters and Pollution Control Devices) Regulations 2009 **U.K.**

**23.**—(1) The Motor Vehicles (Replacement of Catalytic Converters and Pollution Control Devices) Regulations 2009 <sup>M154</sup> are amended as follows.

- (2) In regulation 2—
  - (a) for paragraph (1), substitute—
    - “(1) A reference in these Regulations to a vehicle being of category M or N followed by a number in subscript is to be construed in accordance with—
      - (a) Article 4 of the Type Approval Regulation where the vehicle was approved pursuant to the requirements of that Regulation;
      - (b) Annex II to the second Framework Directive where the vehicle was approved pursuant to the requirements of that Directive; and
      - (c) Annex II to the first Framework Directive in all other cases.”;
  - (b) in paragraph (2)—
    - (i) at the appropriate place in the alphabetical order, insert—
      - ““the 2020 Regulations” means the Road Vehicles (Approval) Regulations 2020;”
      - ““the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”;
    - (ii) in the definition of “a 715 relevant vehicle”, in paragraph (b), for sub-paragraphs (i) and (ii), substitute—
      - “(i) an EC certificate of conformity issued in accordance with the 1998 Regulations, 2009 Regulations or 2020 Regulations, or any equivalent provision of the law of a member State (other than the United Kingdom) or any other EEA state giving effect to Article 6 of the first Framework

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Directive, article 18 of the second Framework Directive or Article 36 of the Type Approval Regulation, or

(ii) a national certificate of conformity issued in accordance with the 1982 Regulations, the 1984 Regulations, the 2007 Regulations, the 2009 Regulations or the 2020 Regulations or any provision of a member State (other than the United Kingdom) or any other EEA state having equivalent effect”;

(c) in paragraph (3)(a), after “Directive”, insert “ or the Type Approval Regulation ”;

(d) in paragraph (4)(c), after “the 2009 Regulations”, insert “ or the 2020 Regulations ”.

#### Commencement Information

**I73** Sch. 6 para. 23 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M154** [S.I. 2009/1899](#), as amended by [S.I. 2011/1854](#).

### Amendment of the Cleaner Road Transport Vehicles (Scotland) Regulations 2010 **U.K.**

**24.**—(1) The Cleaner Road Transport Vehicles (Scotland) Regulations 2010 <sup>M155</sup> are amended as follows.

(2) In regulation 3(2), for “Directive [2007/46/EC](#)” to “such vehicles”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

#### Commencement Information

**I74** Sch. 6 para. 24 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M155** [S.S.I. 2010/390](#), as amended by [S.S.I. 2012/88](#), 2015/446 and 2016/49.

### Amendment of the Cleaner Road Transport Vehicles Regulations 2011 **U.K.**

**25.**—(1) The Cleaner Road Transport Vehicles Regulations 2011 <sup>M156</sup> are amended as follows.

(2) In regulation 3(2), for “Directive [2007/46/EC](#)” to “such vehicles”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

#### Commencement Information

**I75** Sch. 6 para. 25 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M156** [S.I. 2011/1631](#), as amended by [S.I. 2015/102](#) and 2016/275.

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## Amendment of the Pollution Prevention and Control (Scotland) Regulations 2012 **U.K.**

**26.**—(1) The Pollution Prevention and Control (Scotland) Regulations 2012 <sup>M157</sup> are amended as follows.

- (2) In Schedule 2, in Part 4, in paragraph 12—
- (a) omit the definition of “Directive [2007/46/EC](#)”;
  - (b) insert at the appropriate place in the alphabetical order—  
““the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”;
  - (c) in the definition of “vehicle coating”, for “Directive [2007/46/EC](#)” (five times), substitute “ the Type Approval Regulation ”;
  - (d) in the definition of “vehicle refinishing”, for “Directive [2007/46/EC](#)”, substitute “ the Type Approval Regulation ”.

### Commencement Information

**I76** Sch. 6 para. 26 in force at 1.9.2020, see reg. 1(b)

### Marginal Citations

**M157** [S.S.I. 2012/360](#), as amended by [S.S.I. 2014/267](#), 2015/100, 101, 188and 438, 2016/39, 2017/446 , 2018/391 and [S.I. 2014/469](#) and 2015/483 and 1973, and prospectively amended (from IP completion day) by [S.S.I. 2019/26](#) and 175.

## Amendment of the Civil Aviation (Air Travel Organisers' Licensing) Regulations 2012 **U.K.**

**27.**—(1) The Civil Aviation (Air Travel Organisers' Licensing) Regulations 2012 <sup>M158</sup> are amended as follows.

(2) In regulation 4(1), in the definition of “travel service”, in paragraph (c)(ii), for “Article 3(11)” to the end, substitute “ Article 3(16) of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles; ”.

### Commencement Information

**I77** Sch. 6 para. 27 in force at 1.9.2020, see reg. 1(b)

### Marginal Citations

**M158** [S.I. 2012/1017](#), as amended by [S.I. 2012/1134](#) and 2018/670 and prospectively amended (with effect from IP completion day) by [S.I. 2019/278](#).

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## Amendment of the Pollution Prevention and Control (Industrial Emissions) Regulations (Northern Ireland) 2013 **U.K.**

**28.**—(1) The Pollution Prevention and Control (Industrial Emissions) Regulations (Northern Ireland) 2013 <sup>M159</sup> are amended as follows.

- (2) In Schedule 1, in Part 1, in Chapter 7, in Part C, in “Interpretation of Part C”, in paragraph 2—
- (a) in the definition of “other coating activities”, for “Directive [2007/46/EC](#) as last amended by Commission Regulation 2017/2400/EU”, substitute “ Article 4 of Regulation (EU) 2018/858 ”;
  - (b) in the definition of “vehicle coating”, for “Directive [2007/46/EC](#) as last amended by Commission Regulation 2017/2400/EU” (four times), substitute “ Article 4 of Regulation (EU) 2018/858 ”;
  - (c) in the definition of “vehicle refinishing”, for “Directive [2007/46/EC](#) as last amended by Commission Regulation 2017/2400/EU”, substitute “ Article 4 of Regulation (EU) 2018/858 ”;
  - (d) at the appropriate place in the alphabetical order, insert—
 

““Regulation (EU) 2018/858” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

### Commencement Information

**I78** Sch. 6 para. 28 in force at 1.9.2020, see reg. 1(b)

### Marginal Citations

**M159** S.R. [2013 No. 160](#), as amended by S.R. [2014 No. 304](#), [2015 No. 14](#) and [325](#), [2016 No. 95](#) and [309](#), [2018 No. 33](#) and 200, [S.I. 2015/1973](#) and prospectively amended (with effect from IP completion day) by [S.I. 2019/289](#).

## Amendment of the Wireless Telegraphy (Automotive Short Range Radar) (Exemption) Regulations 2013 **U.K.**

**29.**—(1) The Wireless Telegraphy (Automotive Short Range Radar) (Exemption) Regulations 2013 <sup>M160</sup> are amended as follows.

- (2) In regulation 2(h), for “Directive [2007/46/EC](#)” to “for such vehicles”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

### Commencement Information

**I79** Sch. 6 para. 29 in force at 1.9.2020, see reg. 1(b)

### Marginal Citations

**M160** [S.I. 2013/1437](#).



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## Amendment of the Taxi Licensing Regulations (Northern Ireland) 2015 **U.K.**

**30.**—(1) The Taxi Licensing Regulations (Northern Ireland) 2015 <sup>M161</sup> are amended as follows.

(2) In regulation 2(1)—

(a) in the definition of “approved M<sub>1</sub> vehicle”—

(i) after paragraph (a), insert—

“(aa) an EU certificate of conformity under Regulation (EU) 2018/858;”;

(ii) in paragraph (d), after “Regulations 2009”, insert “ or the Road Vehicles (Approval) Regulations 2020 ”;

(b) at the appropriate place in the alphabetical order, insert—

““Regulation (EU) 2018/858” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

### Commencement Information

**I80** Sch. 6 para. 30 in force at 1.9.2020, see reg. 1(b)

### Marginal Citations

**M161** S.R. 2015 No. 393, as amended by S.R. 2016 No. 140, 2017 No. 141, 2018 No. 90 and 2020 No. 64.

## Amendment of the Wireless Telegraphy (Ultra-Wideband Equipment) (Exemption) Regulations 2015 **U.K.**

**31.**—(1) The Wireless Telegraphy (Ultra-Wideband Equipment) (Exemption) Regulations 2015 <sup>M162</sup> are amended as follows.

(2) In regulation 3, in the definition of “automotive vehicle”, for “Council Directive [2007/46/EC](#)” to “for such vehicles”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

### Commencement Information

**I81** Sch. 6 para. 31 in force at 1.9.2020, see reg. 1(b)

### Marginal Citations

**M162** S.I. 2015/591, as amended by S.I. 2018/44.

## Amendment of the Pressure Equipment (Safety) Regulations 2016 **U.K.**

**32.**—(1) The Pressure Equipment (Safety) Regulations 2016 <sup>M163</sup> are amended as follows.

(2) In Schedule 1, for paragraph 1(e)(i), substitute—

“(i) Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

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**Commencement Information**

**I82** Sch. 6 para. 32 in force at 1.9.2020, see reg. 1(b)

**Marginal Citations**

**M163** [S.I. 2016/1105](#), as amended by [S.I. 2017/1206](#) and 2018/966 and prospectively amended (with effect from IP completion day) by [S.I. 2019/696](#), 791 and 1246.

**Amendment of the Economic Growth (Regulatory Functions) Order 2017** **U.K.**

**33.**—(1) The Economic Growth (Regulatory Functions) Order 2017 <sup>M164</sup> is amended as follows.

(2) In the Schedule, in Part 3, in the section headed “Road transport”, for “Road Vehicles (Approval) Regulations 2009”, substitute—

“Road Vehicles (Approval) Regulations 2020

Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles”.

**Commencement Information**

**I83** Sch. 6 para. 33 in force at 1.9.2020, see reg. 1(b)

**Marginal Citations**

**M164** [S.I. 2017/267](#), as amended by [S.I.2017/595](#), 692 and 1012, 2018/1253 and 2019/1027 and 1354.

**Amendment of the Package Travel and Linked Travel Arrangements Regulations 2018** **U.K.**

**34.**—(1) The Package Travel and Linked Travel Arrangements Regulations 2018 <sup>M165</sup> are amended as follows.

(2) In regulation 2(1), in the definition of “travel service”, in paragraph (c)(ii), for the words “Article 3(11) of” to “for such vehicles”, substitute “ Article 3(16) of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

**Commencement Information**

**I84** Sch. 6 para. 34 in force at 1.9.2020, see reg. 1(b)

**Changes to legislation:** The Road Vehicles (Approval) Regulations 2020 is up to date with all changes known to be in force on or before 02 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

#### Marginal Citations

M165 S.I. 2018/634, as prospectively amended (with effect from IP completion day) by S.I. 2018/1367.

### Amendment of the Package Travel and Linked Travel Arrangements (Amendment) (EU Exit) Regulations 2018 **U.K.**

35.—(1) The Package Travel and Linked Travel Arrangements (Amendment) (EU Exit) Regulations 2018 <sup>M166</sup> are amended as follows.

(2) In regulation 3(a), for sub-paragraph (ii), substitute—

“(ii) in the definition of “travel service”, in paragraph (c)(iii), for “point (c) of Article 4(3) of Directive 2006/126/EC of the European Parliament and of the Council on driving licences”, substitute “ Part 1 of Schedule 2 (categories and sub-categories of vehicle for licensing purposes) to the Motor Vehicles (Driving Licences) Regulations 1999 <sup>M167</sup> ”.”

#### Commencement Information

I85 Sch. 6 para. 35 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

M166 S.I. 2018/1367.

M167 S.I. 1999/2864. In Schedule 2, the entry relating to Category A was amended by S.I. 2012/977.

### Amendment of the Waste (Miscellaneous Amendments) (EU Exit) (No. 2) Regulations 2019 **U.K.**

36.—(1) The Waste (Miscellaneous Amendments) (EU Exit) (No. 2) Regulations 2019 <sup>M168</sup> are amended as follows.

(2) In regulation 9—

- (a) omit paragraph (2)(c);
- (b) omit paragraph (6).

(3) In regulation 10—

- (a) omit paragraph (2)(e);
- (b) omit paragraph (6)(b).

#### Commencement Information

I86 Sch. 6 para. 36 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

M168 S.I. 2019/188, as prospectively amended (with effect from IP completion day) by S.I. 2019/1078.

### Amendment of the Air Passenger Rights and Air Travel Organisers' Licensing (Amendment) (EU Exit) Regulations 2019 **U.K.**

37.—(1) The Air Passenger Rights and Air Travel Organisers' Licensing (Amendment) (EU Exit) Regulations 2019 <sup>M169</sup> are amended as follows.

(2) In regulation 6(2), for “paragraph (c)(ii) and (iii)” to the end, substitute—

**Changes to legislation:** The Road Vehicles (Approval) Regulations 2020 is up to date with all changes known to be in force on or before 02 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

“paragraph (c)(iii) substitute—

“(iii) motorcycles requiring a Category A driving licence in accordance with Part 1 of Schedule 2 to the Motor Vehicles (Driving Licences) Regulations 1999;”.”

**Commencement Information**

**I87** Sch. 6 para. 37 in force at 1.9.2020, see reg. 1(b)

**Marginal Citations**

**M169** S.I. 2019/278.

**Amendment of the Road Vehicle Emission Performance Standards (Cars and Vans) (Amendment) (EU Exit) Regulations 2019** **U.K.**

**38.**—(1) The Road Vehicle Emission Performance Standards (Cars and Vans) (Amendment) (EU Exit) Regulations 2019<sup>M170</sup> are amended as follows.

(2) In regulation 5—

(a) in paragraph (8)(a)(ii), for “the Road Vehicles (Approval) Regulations 2009”, substitute “ Article 25 of Regulation (EU) 2018/858 ”;

(b) for paragraph (8)(b), substitute—

“(b) in paragraph 2, in the first subparagraph—

(i) for “Directive 2007/46/EC”, substitute “ Regulation (EU) 2018/858 ”;

(ii) for “Article 11 of that Directive”, substitute “ Article 30 of that Regulation ”.”.

(3) In regulation 32—

(a) in paragraph (2)(a), for “the Road Vehicles (Approval) Regulations 2009”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”;

(b) in paragraph (8)(a)(ii), for “the Road Vehicles (Approval) Regulations 2009”, substitute “ Article 25 of Regulation (EU) 2018/858 ”;

(c) for paragraph (8)(b), substitute—

“(b) in paragraph 2, in the first subparagraph—

(i) for “Directive 2007/46/EC”, substitute “ Regulation (EU) 2018/858 ”;

(ii) for “Article 11 of that Directive”, substitute “ Article 30 of that Regulation ”.”.

**Commencement Information**

**I88** Sch. 6 para. 38 in force at 1.9.2020, see reg. 1(b)

**Marginal Citations**

**M170** S.I. 2019/550.

**Changes to legislation:** The Road Vehicles (Approval) Regulations 2020 is up to date with all changes known to be in force on or before 02 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

## **Amendment of the Road Vehicles and Non-Road Mobile Machinery (Type-Approval) (Amendment) (EU Exit) Regulations 2019 U.K.**

**39.**—(1) The Road Vehicles and Non-Road Mobile Machinery (Type-Approval) (Amendment) (EU Exit) Regulations 2019<sup>M171</sup> are amended as follows.

(2) In regulation 2—

(a) in paragraph (2)—

(i) in sub-paragraph (a), in the new subsection (1C) inserted by that sub-paragraph, in the definition of “relevant European approval”, after paragraph (a), insert—

“(aa) an EU type-approval certificate, as referred to in Article 28 of the road vehicles type approval Regulation,”;

(ii) in sub-paragraph (e), in the new subsection (9) inserted by that sub-paragraph, after paragraph (a), insert—

“(aa) the road vehicles type approval Regulation,”;

(b) in paragraph (3)(a), in the new subsection (1ZB) inserted by that sub-paragraph—

(i) after paragraph (a), insert—

“(aa) a certificate of conformity issued before exit day under Article 36 of the road vehicles type approval Regulation,”;

(ii) in paragraph (d), after “that law,”, insert “ Article 36, ”;

(c) in paragraph (5)—

(i) for sub-paragraph (a), substitute—

“(a) in paragraph (a)—

(i) in sub-paragraph (iv), omit “other than the United Kingdom”;

(ii) in sub-paragraph (v), after “type approval Regulation”, insert “ or under Article 36 or 37 of that Regulation as it has effect in EU law ”,”;

(ii) for sub-paragraph (d), substitute—

“(d) in paragraph (d)—

(i) in sub-paragraph (ii), omit “other than the United Kingdom”;

(ii) in sub-paragraph (iii), after “type approval Regulation”, insert “ or under Article 36 or 37 of that Regulation as it has effect in EU law ”,”.

(3) In regulation 3—

(a) in paragraph (2), in sub-paragraph (b), in the new definition of “relevant UK certificate” to be inserted into subsection (8), after paragraph (c), insert—

“(ca) a certificate issued pursuant to regulation 16(7) or 18(10) of the Road Vehicles (Approval) Regulations 2020 (S.I. 2020/818),”;

(b) in paragraph (3), in the new section 22B to be inserted by that paragraph, in subsection (4), in the definition of “relevant UK certificate”, after paragraph (c), insert—

“(ca) a certificate issued pursuant to regulation 16(7) or 18(10) of the Road Vehicles (Approval) Regulations 2020 (S.I. 2020/818),”.

(4) In regulation 5(2)—

(a) in sub-paragraph (a), in the new paragraph (2C) inserted by that sub-paragraph, in the definition of “relevant European approval”, after sub-paragraph (a), insert—

**Changes to legislation:** *The Road Vehicles (Approval) Regulations 2020 is up to date with all changes known to be in force on or before 02 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes*

- “(aa) an EU type-approval certificate, as referred to in Article 28 of the road vehicles type approval Regulation.”;
- (b) in sub-paragraph (b), in the new paragraph (3B) inserted by that sub-paragraph—
  - (i) after paragraph (a), insert—
    - “(aa) a certificate of conformity issued before exit day under Article 36 of the road vehicles type approval Regulation.”;
    - (ii) in paragraph (d), after “that law,”, insert “ Article 36, ”;
- (c) in sub-paragraph (d)(ii)—
  - (i) for sub-paragraph (aa), substitute—
    - “(aa) in paragraph (a)—
      - (i) in sub-paragraph (iv), omit “other than the United Kingdom”;
      - (ii) in sub-paragraph (v), after “type approval Regulation”, insert “ or under Article 36 or 37 of that Regulation as it has effect in EU law ”.”;
    - (ii) for sub-paragraph (dd), substitute—
      - “(dd) in paragraph (d)—
        - (i) in sub-paragraph (ii), omit “other than the United Kingdom”;
        - (ii) in sub-paragraph (iii), after “type approval Regulation”, insert “ or under Article 36 or 37 of that Regulation as it has effect in EU law ”.”.
  - (d) in sub-paragraph (d)(iii), in the new definition of “European type approval requirements” inserted by that sub-paragraph, after sub-paragraph (a), insert—
    - “(aa) the road vehicles type approval Regulation.”.
- (5) Omit regulation 6.
- (6) After regulation 10, insert—

#### **“Amendment of Regulation (EU) 2018/858**

**10ZA.**—(1) Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles is amended as follows.

- (2) In Article 3 (definitions), after point (58), insert—

“References in this Regulation to Member States are to be read (insofar as is possible) as including the United Kingdom.”.

(3) During the period beginning with IP completion day and ending with the 31st December next following the end of the relevant period, the table in paragraph 2 of Annex V is to be read as though—

- (a) the figures shown in the “Units” column of that table corresponding to “Category” M<sub>1</sub> and N<sub>1</sub> were “1000”; and
- (b) each of the remaining figures shown in the “Units” column of that table were multiplied by a factor of two.

(4) In paragraph (3), the “relevant period” means the period of six months beginning with the day on which IP completion day falls.”.

**Changes to legislation:** The Road Vehicles (Approval) Regulations 2020 is up to date with all changes known to be in force on or before 02 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

**Commencement Information**

**I89** Sch. 6 para. 39 in force at 1.9.2020, see reg. 1(b)

**Marginal Citations**

**M171** [S.I. 2019/648](#), as amended by [S.I. 2019/691](#) and 1156.

**Amendment of the Product Safety and Metrology etc. (Amendment etc.) (EU Exit) Regulations 2019** **U.K.**

**40.**—(1) The Product Safety and Metrology etc. (Amendment etc.) (EU Exit) Regulations 2019<sup>M172</sup> are amended as follows.

(2) In Schedule 12, in paragraph 32, omit sub-paragraphs (a) and (c).

**Commencement Information**

**I90** Sch. 6 para. 40 in force at 1.9.2020, see reg. 1(b)

**Marginal Citations**

**M172** [S.I. 2019/696](#), as prospectively amended (with effect from IP completion day) by [S.I. 2019/1246](#).

**Amendment of the REACH etc. (Amendment etc.) (EU Exit) Regulations 2019** **U.K.**

**41.**—(1) The REACH etc. (Amendment etc.) (EU Exit) Regulations 2019<sup>M173</sup> are amended as follows.

(2) In Schedule 3—

- (a) in paragraph 28(3), in the new paragraph 4 to be substituted by that paragraph, for “ the Road Vehicles (Approval) Regulations 2009 ”, substitute “Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles”;
- (b) in paragraph 36(2)(a), for “the Road Vehicles (Approval) Regulations 2009”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council ”.

**Commencement Information**

**I91** Sch. 6 para. 41 in force at 1.9.2020, see reg. 1(b)

**Marginal Citations**

**M173** [S.I. 2019/758](#), as prospectively amended (with effect from IP completion day) by [S.I. 2019/858](#) and 1144

**Amendment of the REACH etc. (Amendment etc.) (EU Exit) (No 3) Regulations 2019** **U.K.**

**42.**—(1) The REACH etc. (Amendment etc.) (EU Exit) (No 3) Regulations 2019<sup>M174</sup> are amended as follows.

**Changes to legislation:** The Road Vehicles (Approval) Regulations 2020 is up to date with all changes known to be in force on or before 02 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

(2) In regulation 5(2), in the new paragraph 28A(2) to be inserted by that paragraph, for “the Road Vehicles (Approval) Regulations 2009”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

#### Commencement Information

**I92** Sch. 6 para. 42 in force at 1.9.2020, see reg. 1(b)

#### Marginal Citations

**M174** [S.I. 2019/1144](#).

## PART 2 U.K.

### Revocations

#### Revocations U.K.

**43.** The following Regulations are revoked—

<i>Instrument title</i>	<i>Reference</i>
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) Regulations 1982	S.I. 1982/1271
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1984	S.I. 1984/697
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) (No. 2) Regulations 1984	S.I. 1984/1402
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1985	S.I. 1985/46
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1986	S.I. 1986/427
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) (No. 2) Regulations 1986	S.I. 1986/1089
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1987	S.I. 1987/1508
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1988	S.I. 1988/1523
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1989	S.I. 1989/1579
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1991	S.I. 1991/1021
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) (No. 2) Regulations 1991	S.I. 1991/1970



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- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1992/25  
(Amendment) Regulations 1992
- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1992/1342  
(Amendment) (No. 2) Regulations 1992
- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1992/3084  
(Amendment) (No. 3) Regulations 1992
- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1993/2200  
(Amendment) Regulations 1993
- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1994/2191  
(Amendment) Regulations 1994
- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1995/1323  
(Amendment) Regulations 1995
- The Motor Vehicles (Type Approval for Goods Vehicles) (Amendment) S.I. 1996/2331  
Regulations 1996
- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1996/3014  
(Amendment) (No. 2) Regulations 1996
- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1997/1365  
(Amendment) Regulations 1997
- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1997/2936  
(Amendment) (No. 2) Regulations 1997
- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1998/1006  
(Amendment) Regulations 1998
- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 2003/582  
(Amendment) Regulations 2003
- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 2003/1866  
(Amendment) (No. 2) Regulations 2003
- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 2007/361  
(Amendment) Regulations 2007
- The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 2009/2084  
(Amendment) Regulations 2009
- The Motor Vehicles (Type Approval) (Great Britain) Regulations 1984 S.I. 1984/981
- The Motor Vehicles (Type Approval) (Great Britain) (Amendment) S.I. 1984/1401  
Regulations 1984
- The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 2) S.I. 1984/1761  
Regulations 1984
- The Motor Vehicles (Type Approval) (Great Britain) (Amendment) S.I. 1985/1651  
Regulations 1985
- The Motor Vehicles (Type Approval) (Great Britain) (Amendment) S.I. 1986/739  
Regulations 1986
- The Motor Vehicles (Type Approval) (Great Britain) (Amendment) S.I. 1987/1509  
Regulations 1987

**Changes to legislation:** *The Road Vehicles (Approval) Regulations 2020 is up to date with all changes known to be in force on or before 02 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes*

The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1988	S.I. 1988/1522
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1989	S.I. 1989/1580
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1990	S.I. 1990/94
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 2) Regulations 1990	S.I. 1990/1839
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1991	S.I. 1991/1022
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 2) Regulations 1991	S.I. 1991/1971
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1992	S.I. 1992/1341
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 2) Regulations 1992	S.I. 1992/2161
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 3) Regulations 1992	S.I. 1992/2908
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1993	S.I. 1993/2201
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1994	S.I. 1994/2190
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1995	S.I. 1995/1322
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1996	S.I. 1996/2330
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 2) Regulations 1996	S.I. 1996/3015
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1997	S.I. 1997/1367
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 2) Regulations 1997	S.I. 1997/1502
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 3) Regulations 1997	S.I. 1997/2933
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1998	S.I. 1998/1005
The Motor Vehicles (Type Approval and Approval Marks) (Fees) Regulations (Northern Ireland) 1992	S.R. 1992 No. 227
The Motor Vehicles (Approval) Regulations 2001	S.I. 2001/25
The Motor Vehicles (Approval) (Amendment) Regulations 2004	S.I. 2004/623
The Motor Vehicles (Approval) (Amendment) Regulations 2009	S.I. 2009/815

**Changes to legislation:** The Road Vehicles (Approval) Regulations 2020 is up to date with all changes known to be in force on or before 02 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

The Motor Vehicles (Approval) Regulations (Northern Ireland) 2001	S.R. 2001 No. 172
The Motor Vehicles (Approval) (Amendment No. 2) (Revocation) Regulations (Northern Ireland) 2003	S.R. 2003 No. 275
The Motor Vehicles (Approval) (Amendment) Regulations (Northern Ireland) 2004	S.R. 2004 No. 30
The Motor Vehicles (Approval) (Amendment) Regulations (Northern Ireland) 2006	S.R. 2006 No. 343
The Motor Vehicles (Approval) (Amendment) Regulations (Northern Ireland) 2011	S.R. 2011 No. 3
The Motor Vehicles (Approval) (Fees) Regulations 2001	S.I. 2001/2486
The Motor Vehicles (Approval) (Fees) (Amendment) Regulations 2007	S.I. 2007/495
The Motor Vehicles (Approval) (Fees) (Amendment) Regulations 2008	S.I. 2008/1443
The Motor Vehicles (Approval) (Fees) (Amendment) Regulations 2009	S.I. 2009/863
The Motor Vehicles (Approval) (Fees) Regulations (Northern Ireland) 2004	S.R. 2004 No. 65
The Motor Vehicles (Type Approval) Regulations (Northern Ireland) 2007	S.R. 2007 No. 240
The Road Vehicles (Approval) Regulations 2009	S.I. 2009/717
The Road Vehicles (Approval) (Amendment) Regulations 2011	S.I. 2011/1946
The Road Vehicles (Approval) (Amendment) Regulations 2018	S.I. 2018/984

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**Commencement Information**

**I93** Sch. 6 para. 43 in force at 1.9.2020, see reg. 1(b)

**Changes to legislation:**

The Road Vehicles (Approval) Regulations 2000 is up to date with all changes known to be in force on or before 02 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations.

[View outstanding changes](#)

**Changes and effects yet to be applied to :**

- Regulations power to amend conferred by [2024 c. 10 s. 91](#)